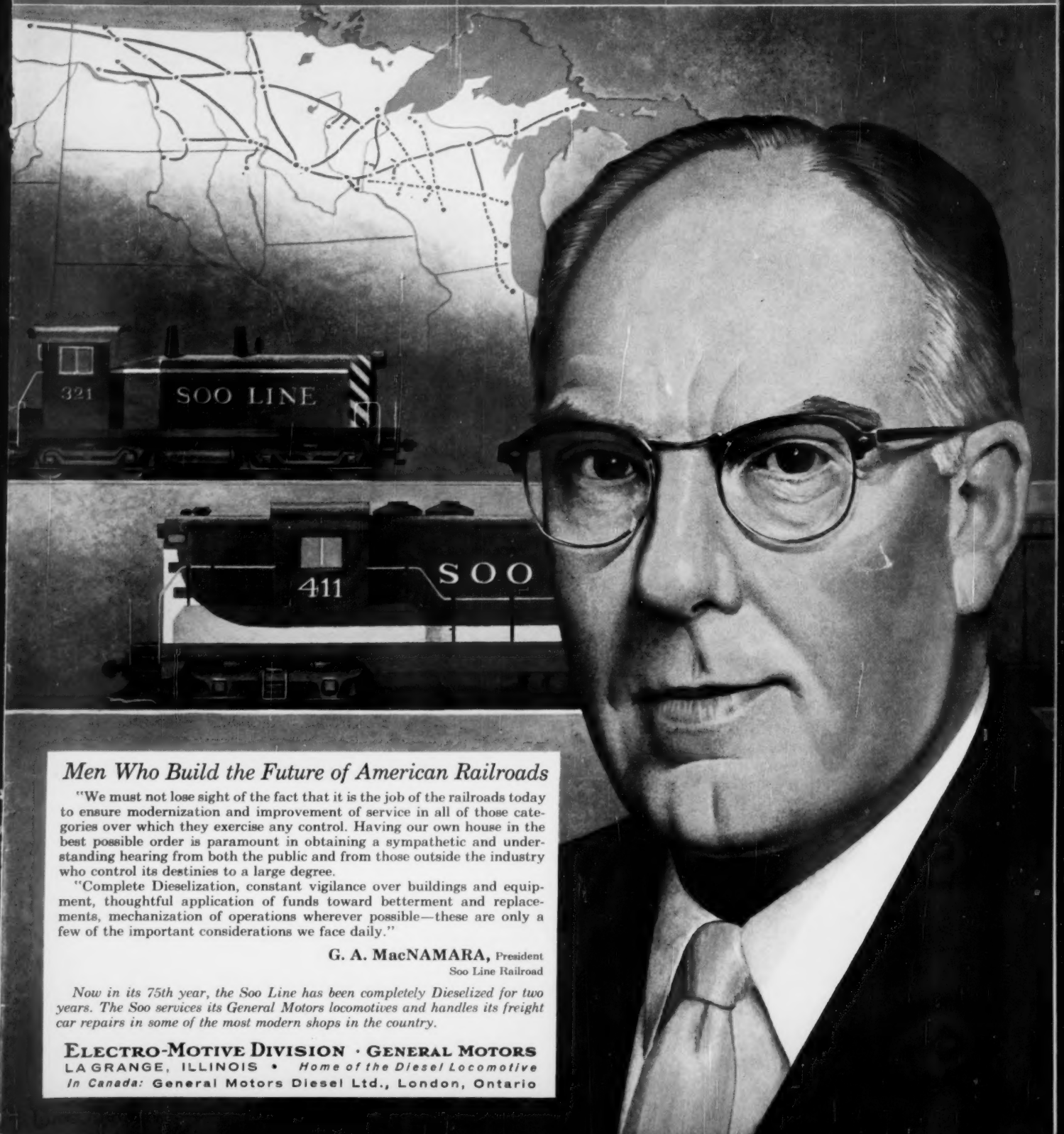


Roundtable: Where Piggybacking Is Heading

January 13, 1958

RAILWAY AGE *weekly*



Men Who Build the Future of American Railroads

"We must not lose sight of the fact that it is the job of the railroads today to ensure modernization and improvement of service in all of those categories over which they exercise any control. Having our own house in the best possible order is paramount in obtaining a sympathetic and understanding hearing from both the public and from those outside the industry who control its destinies to a large degree.

"Complete Dieselization, constant vigilance over buildings and equipment, thoughtful application of funds toward betterment and replacements, mechanization of operations wherever possible—these are only a few of the important considerations we face daily."

G. A. MacNAMARA, President
Soo Line Railroad

Now in its 75th year, the Soo Line has been completely Dieselized for two years. The Soo services its General Motors locomotives and handles its freight car repairs in some of the most modern shops in the country.

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Borate ^{*}weed killers*



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The 389 hopper cars required for the system were built by Bethlehem at its Johnstown, Pa., shops. Each of the cars has a capacity of 95 tons, and when level-full holds 1433 cu ft of load. The four-hopper bodies are of riveted-and-welded construction, and the cars are equipped with Type F couplers, 36-in. multiple-wear heat-treated wrought-steel wheels, forged-steel heat-treated axles, empty and load and clasp brakes. Items such as these are an aid to safe, dependable service, and they help reduce maintenance and repair expense.

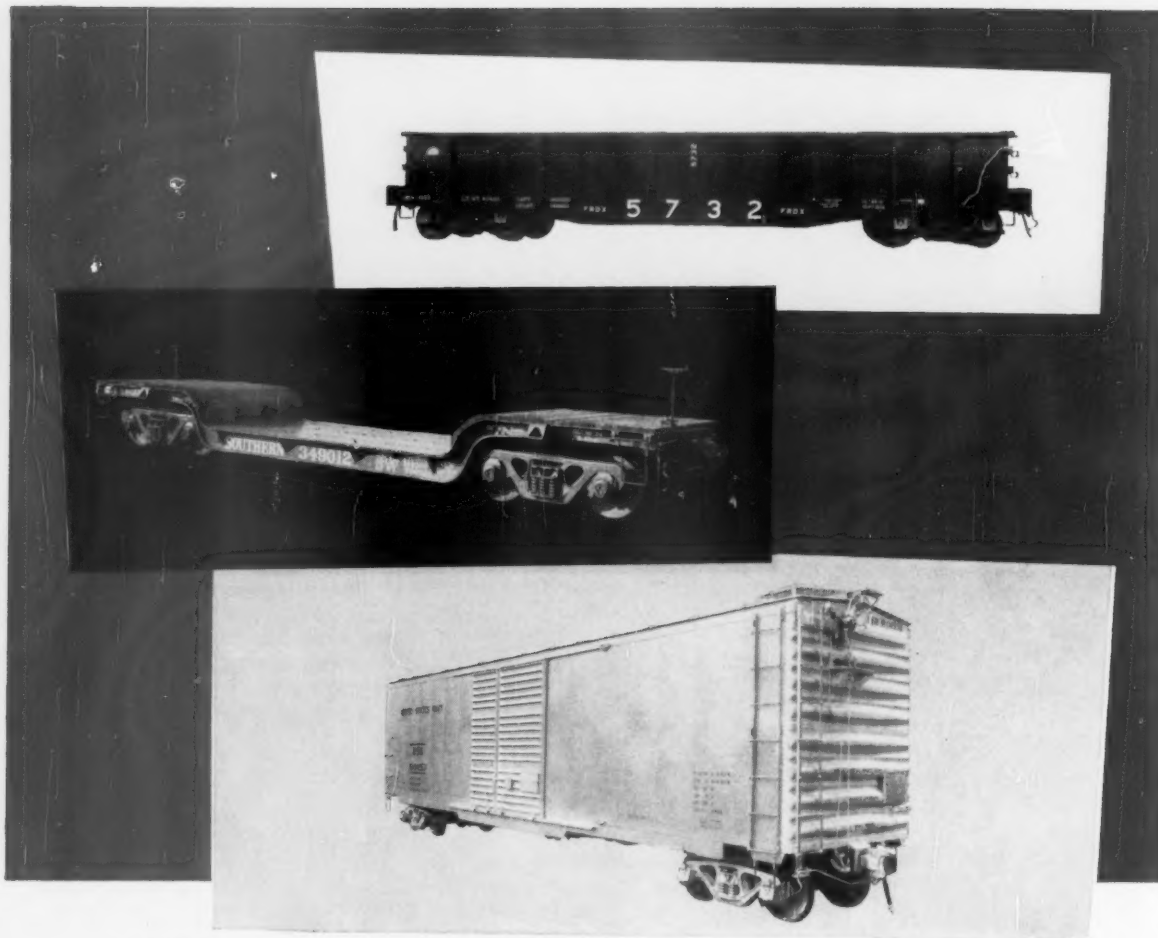
The cars are excellent examples of what Bethlehem can build in open-top designs. When your own requirements call for something of this nature, by all means check with our engineering division. We can design the type of car you have in mind, or work from plans that you yourself supply.

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ICC wants more per diem powerp. 9

The commission's annual report suggests it could be given authority to consider the earning power of freight cars in fixing per diem rates. Such a procedure, the ICC says, might be a desirable alternative to penalty charges. Nineteen legislative proposals—three of them new—are included in the report.

New York transit plan would cost \$500 millionp.13

Metropolitan commission warns that action now, even if expensive, is necessary. Chicago transit situation may also be clearing up.

Railway Age roundtable—Where is TOFC going?p.14

Spokesmen for nine railroads and two shippers joined recently in frank discussion with a team of editors. Digest of the meeting: piggyback roads themselves are sold on the service, confident it's going to keep on growing. More active selling to get new customers is needed. Plan I vs. Plan II and equipment arguments continue, but things are looking up.

Business will bounce back in the second halfp.17

That's how industrial and economic leaders forecast '58. Rail traffic might sputter along for a while in tow of the present business slump. But easier money, more defense spending, and inventory build-ups should touch off a railroad comeback.

OUTRAGE—Subsidy, competition, and the New Havenp.19

Squeezed between the devil and the deep blue sea, this embattled road calls for help. It's got new competition from the Connecticut Turnpike and a nominal-toll bridge at New London.

Big dam—Big job for the Northern Pacificp.20

A flood control project meant laying 13 miles of new track on the NP main line through Green River Valley. Involved was a struggle against the weather and tough, tricky terrain—plus a 200-foot "track raise".

Capacity for 15 more trains in a hurryp.23

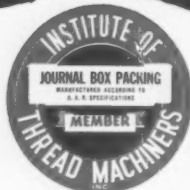
That's what the Milwaukee had to produce when it took over the Union Pacific's passenger trains between Omaha and Chicago. More signaling and CTC was the answer — the traffic was absorbed without new trackage.

Why the CNJ switched to plastic windowsp.26

Old, wood-frame glass windows in the Jersey Central's Elizabethport shop had deteriorated. Hard to maintain, inefficient and unsightly, they had to go. Easy-to-install, "self-cleaning" translucent panels were the replacement choice.

The Action Page—Pull out all the stopsp.38

The story the railroads have to get across to Congress at this



WHY have hot boxes increased 55.8% since 1954?

The A.A.R. figures are accurate and clear! A total of 142,245 hot boxes experienced in the first eight months of 1957 against only 91,277 in the like period of 1954! What's responsible? Lack of proper supervision? Lack of proper maintenance procedures? Poorly renovated thread Packing? Or the multitude of gadgets and pads introduced in those years?

The answer is probably a combination of all these factors. The fact remains, however, that in 1954, when journal boxes were packed with new and renovated thread Packing according to A. A. R. specs, there were almost 51,000 fewer hot boxes than this year! Think of the savings, had this record been maintained!

There's an even more basic savings to consider. As an example:

2,000,000 Freight cars packed with substitutes such as pads, etc., not yet proved in service, @ an average price of about \$40.00 per car set	\$ 80,000,000.
2,000,000 Freight cars packed with approved A. A. R. Journal Box Packing @ approximately \$4.90 per car set	\$ 9,800,000.
Savings	\$ 70,200,000.

It all adds up to real economy when you stick to tried-and-true measures. In short, there is no economical replacement for A.A.R. Approved Journal Box Packing.

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Riverside Mills, Augusta, Ga.
Royal Manufacturing Company, Perth Amboy, N. J.
Southland Manufacturing Co., Inc., Norfolk, Va.
Twin City Textile Mills Waste Co., St. Paul, Minn.

Week at a Glance CONT.

Current Statistics

Operating revenues, eleven months	
1957	\$9,666,631,198
1956	9,674,662,959
Operating expenses, eleven months	
1957	\$7,543,886,467
1956	7,413,175,457
Taxes, eleven months	
1957	\$1,011,020,756
1956	1,046,585,941
Net railway operating income, eleven months	
1957	\$863,352,199
1956	984,434,802
Net income estimated, eleven months	
1957	\$661,000,000
1956	784,000,000
Average price 20 railroad stocks	
January 7, 1958	68.47
January 8, 1957	97.33
Carloadings revenue freight	
Fifty-two weeks, 1957	35,500,167
Fifty-two weeks, 1956	37,844,828
Average daily freight car surplus	
Wk. ended Jan. 4, 1958	96,496
Wk. ended Jan. 5, 1957	11,979
Average daily freight car shortage	
Wk. ended Jan. 4, 1958	20
Wk. ended Jan. 5, 1957	634
Freight cars on order	
December 1, 1957	59,194
December 1, 1956	119,626
Freight cars delivered	
Eleven months, 1957	92,891
Eleven months, 1956	59,820

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week's hearing is no "crying towel" affair. Because it's not just the railroads that have so much to lose. What's at stake?—Good, economical service to American commerce, and vital transportation for defense.

Short and Significant

Next Week—Railway Age Annual Review & Outlook Issue

What were the significant trends in 1957? What important new developments are shaping up for 1958? An editorial staff report to management spotlights the key points to watch as the new year gets under way. Also, a thorough statistical report on railroad purchasing, construction and other activities.

Price of equipment money . . .

shows signs of easing. The P&LE has arranged to sell \$3,975,000 of equipment trust certificates (670 freight cars), at a net rate of 3.651%. Salomon Bros. & Hutzler submitted the bid, which is the lowest interest cost on equipment in about a year.

Leased trucks and company drivers . . .

will be handling more Montgomery-Ward freight this year. The big mail order house will use its own trucks where it can't get overnight common carrier service from 12 warehouses to outlying distribution points. Some 80 tractors and trucks will be doing the job by the end of the year.

Labor pact in retrospect, not so good . . .

The three-year wage agreement reached with railroad labor last year followed the big steel pattern. "At the time," Rock Island President D. B. Jenks commented recently, "it seemed about the best we could do. . . Looking back at this agreement in view of present business conditions, it doesn't look so good."

Unemployment tax rate . . .

went up another 1/2 per cent on January 1. This puts the current rate at 2.5 per cent. Cost of the latest boost is estimated at \$21 million a year for Class I roads.

NY Central is ending its Pullman contract . . .

raising the question of whether other roads will follow suit. Central President A. E. Perlman said the July 1 termination is part of his road's continuing effort to trim passenger service costs. The railroad will assume the Pullman services, with car maintenance to be handled at the Beech Grove passenger shops.

Reciprocal ticket deal . . .

between the Southern Pacific and Santa Fe will go into effect February 1 in California. The two roads plan to honor each other's tickets at all points served by both companies in central and northern California.



**HERE COMES ANOTHER CARLOAD OF BETTER LIVING . . .
HEADING YOUR WAY ON DELAY-FREE ROLLER BEARINGS!**

What's in the car? It makes no difference. Perhaps nothing you could possibly use or want yourself. But *every* loaded freight car, carrying raw materials to our factories and finished products to our markets, contributes to the growth of our national economy . . . which means better living for us all.

Since World War II, America's railroads have invested more than 12 *billion* dollars in better equipment to help our country prosper.


Now, to capitalize fully on these vast improvements, they are overcoming a major remaining

bottleneck . . . the ever-recurring hotbox . . . by equipping freight cars with *roller bearings*.

HYATT Hy-Roll Bearings on thousands of freight cars in every kind of service are proving they can banish costly hotbox delays for good . . . sharply cut replacement, lubrication and inspection costs.

That's why every new car equipped with HYATT Hy-Rolls helps *all* railroads . . . and through them, helps *you*. Hyatt Bearings Division, General Motors Corporation, Harrison, New Jersey.



Another  contribution
to railroad
progress

**3,700,000 CAR MILES WITHOUT
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CHESAPEAKE & OHIO 50-ton
Pulpwood Cars Have Totalled
More Than 3,700,000 Car Miles
On Hyatt Hy-Rolls Without a Bearing
Failure of Any Kind!



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FOR NON-STOP FREIGHT



ICC Wants More Per Diem Power

Authority to put earnings factor in rental charge might be desirable alternative to penalty rate, commission's annual report suggests.

The ICC has suggested it be empowered to consider earning power of freight cars as a factor in fixing per diem rates.

The suggestion is an alternative proposal made in the commission's annual report. The report also renewed its predecessor report's recommendation for power to impose penalty per diem charges to expedite freight car movements. The report went to Congress January 6.

The per diem proposals comprised the first of 19 legislative recommendations, only three of which were entirely new. Among the three newcomers was a proposal that the Safety Appliance Acts be amended to exempt track motor cars and to authorize the commission to prescribe appliances and rules for such cars.

This recommendation resulted from the United States Supreme Court's ruling that a track motor car and push truck coupled together are covered by the Appliance Acts (Railway Age, May 27, 1957, p. 14).

Another new recommendation calls for amendment of the Elkins Act to plug loopholes opened by court decisions and to apply the act's treble-damage forfeiture provisions to railroads as well as shippers. The third would amend the Interstate Commerce Act's Section 5 (10) to make gross operating revenue, instead of the number of vehicles owned or operated, the basis for determining whether a proposed unification of motor carriers is an exempt transaction.

The railroad industry has been divided on the per diem proposal. The earning-power-factor alternative to penalty per diem is not expected to allay opposition to giving the commission additional authority. The opposition comes from so-called debit roads, i.e., those whose per diem payments exceed their receipts from car rentals.

The present per diem rate is \$2.75. Authoritative calculations have indicated that freight cars have earned an average of about \$15 per day during periods of peak traffic. Penalty per diem rates, of course, would be a matter of the commission's judgment as to what it would take to expedite movements. Penalty demurrage charges for detention of cars by shippers got as high as \$44 per day during World War II.

The commission's report said legislation of the nature recommended "is still needed to place the commission in the best possible position to prevent critical shortages from recurring." The report went on to identify the two principal causes of shortages as inadequate car ownership and failure of some carriers to utilize existing equipment efficiently.

The earning-power alternative to penalty per diem contemplates that the commission would there consider the "value of the use of the vehicle lost to the owner when used or appropriated by others."

The loophole-plugging amendment to

the Elkins Act would amend that act's Section 1 to make it clear that when the concession given or discrimination practiced is an inducement to obtain traffic, every shipment subsequently transported is a separate violation. The commission was prompted to make this recommendation because of court rulings and the Department of Justice's differing view on the matter. The report explained:

"The Department of Justice has recently taken the position that when a device is used, it is the device that constitutes the offense and not the subsequent shipments transported at concession rates resulting from such rates. . . .

"Under the theory followed by the Department of Justice . . . a thousand shipments, transported at \$100 each less than the applicable tariff rate, would result in 1,000 offenses, but if a carrier by a lump-sum payment of \$100,000 to a shipper thereafter obtains 1,000 shipments, there is but one offense.

"This interpretation of the act could lead to very serious consequences. The Elkins Act should be one of the commission's sharpest weapons against discriminatory and unfair competitive practices. . . . The recommended amendment would clarify the law and . . . preserve the act as 'a terror to evil doers.'"

The proposal to extend the Elkins Act's treble-damage forfeiture provisions to carriers "in the same manner and to the same

ICC's LEGISLATIVE RECOMMENDATIONS

The 19 legislative recommendations of the ICC's annual report included these proposals:

That the Interstate Commerce Act's section 1(15) be amended to authorize the commission to impose penalty per diem charges; or, in the alternative, that Section 1(14) be amended to authorize the commission to include a car-earning-power factor in the per diem charge.

That Part II (the Motor Carrier Act) be amended "to make clear that all for-hire motor-carrier transportation, whatever its form, other than that specifically exempted, be made subject to regulation."

That Section 203(b)(6) be amended to limit the so-called agricultural exemptions to trucking from points of production to primary market.

That Part II be amended to authorize the commission to require registration of motor carriers subject to its hours of service and safety regulations.

That Section 206(a) (1) be repealed without disturbing the rights of any truckers now operating under it. This provision now permits truckers operating only on intrastate routes, for which they have state certificates, to handle interstate business

without ICC authority.

That Sections 207(a) and 212(a) be amended to make it clear the commission has authority to issue motor carrier certificates for specific terms.

That Section 208(c) be amended to repeal the provision whereby holders of bus certificates are automatically authorized to conduct special-party operations from the area of their regular-route operations to all points throughout the United States.

That Section 212(a) be amended to make motor carrier operating authorities subject to suspension for failure to comply with any regulation of the commission, and to modify revocation procedures. The commission explained that Section 212(a) now permits suspension or revocation only for failure to comply with regulations promulgated under the Motor Carrier Act, and thus excludes other regulations, such as those promulgated under the Transportation of Explosives Act.

That provisions for revocation of water carrier certificates and permits for non-use be added to Part II.

That Part IV, which covers regulation of forwarders, be

MORE ►



New B&O Span Set on 20-Mile Track Relocation

Big lift is made by crane lowering 43-ton girder into place on the Baltimore & Ohio's new Licking River bridge near Toboso, Ohio. It's part of a new 20-mile line between Zanesville and Newark which

went into revenue service recently. Dillon Dam project in Licking and Muskingum Counties, forced relocation of trackage, the longest shift in B&O history. Bridge is 442 feet long.

extent that such provisions are now applicable to shippers and receivers" was supported in the report by a brief statement. It said carriers "are usually the moving parties, in inducing shippers by means of attractive concessions to locate along their lines."

Among recommendations repeated from last year's annual report is the commission's call for power to prescribe rules for installation and inspection of train brakes. Despite railroad opposition, this proposal was nearly enacted last year. It passed the Senate and cleared the House Committee

on Interstate and Foreign Commerce.

The Senate-approved bill, as well as that pending on the House calendar, contemplates that the brake rules initially adopted by the commission would be the currently effective regulations of the Association of American Railroads. The commission's argument for the proposed new authority includes a complaint that there has been "widespread non-observance" of AAR rules, "particularly with respect to train-brake inspections."

The commission identified the legislative recommendations as the most important

feature of its report. Generally the report was on the pattern of last year's, when the plan of including several charts was adopted.

The review of commission activities and transport developments, however, was put on the fiscal year basis. It covered the period from July 1, 1956, to June 30, 1957. Previous reports had extended the period under review to October 31. The change was made "to simplify preparation of the report and, at the same time, achieve greater uniformity of the data . . . with other data we compile and make public at other times during the year."

C&NW-L&M Stock, Merger Transactions Completed

The Chicago & North Western formally extended its lines to St. Louis on January 2.

Acting on approval from the ICC, C&NW took full control of the Litchfield & Madison, exchanging \$8,000,000 for the Litchfield's 180,000 shares of common stock outstanding. Then the North Western, as sole L&M stockholder, consented to merging the line with C&NW and dissolving the L&M as a corporate entity.

L&M had been the North Western's connection with the St. Louis Gateway since 1926. Net earnings after taxes for the 44-mile line have averaged \$531,000 over the past five years. C&NW estimates that during the first five years after merger net earnings from L&M property will be about \$1,500,000 per year, as a result of merger economies and application of North Western's tax loss carry forward to Litchfield earnings.

New Quebec Ore Line Is Slated as Private Carrier

First hurdle in the way of a proposed new \$50-million rail line to Canada's Quebec ore fields was cleared recently. The legislative assembly of the province ap-

ICC's LEGISLATIVE RECOMMENDATIONS (continued)

amended to make the exemption for shipper associations applicable only if they qualify as "bona fide," and to tighten Section 409 which permits forwarders to enter contract-rate arrangements with motor carriers.

That the Clayton Antitrust and Federal Trade Commission acts be amended to make the carrier-exemption provisions apply to contract motor carriers, all water carriers and freight forwarders. The provisions are now applicable to railroads and other carriers subject to Part I (express and sleeping-car companies and pipe lines) and common-carrier motor lines. The exemption has the effect of leaving the ICC with undisputed jurisdiction over carrier transactions involved.

That the Transportation of Explosives Act be "completely rewritten." The commission would apply the rewritten act to contract and private carriers as well as to common carriers.

That the U.S. code be amended to provide that suits to set aside commission orders be brought against the commission instead of the United States. This proposal has been made because the attorney general has sometimes declined to defend the commission.

That the Safety Appliance Acts be amended to give the com-

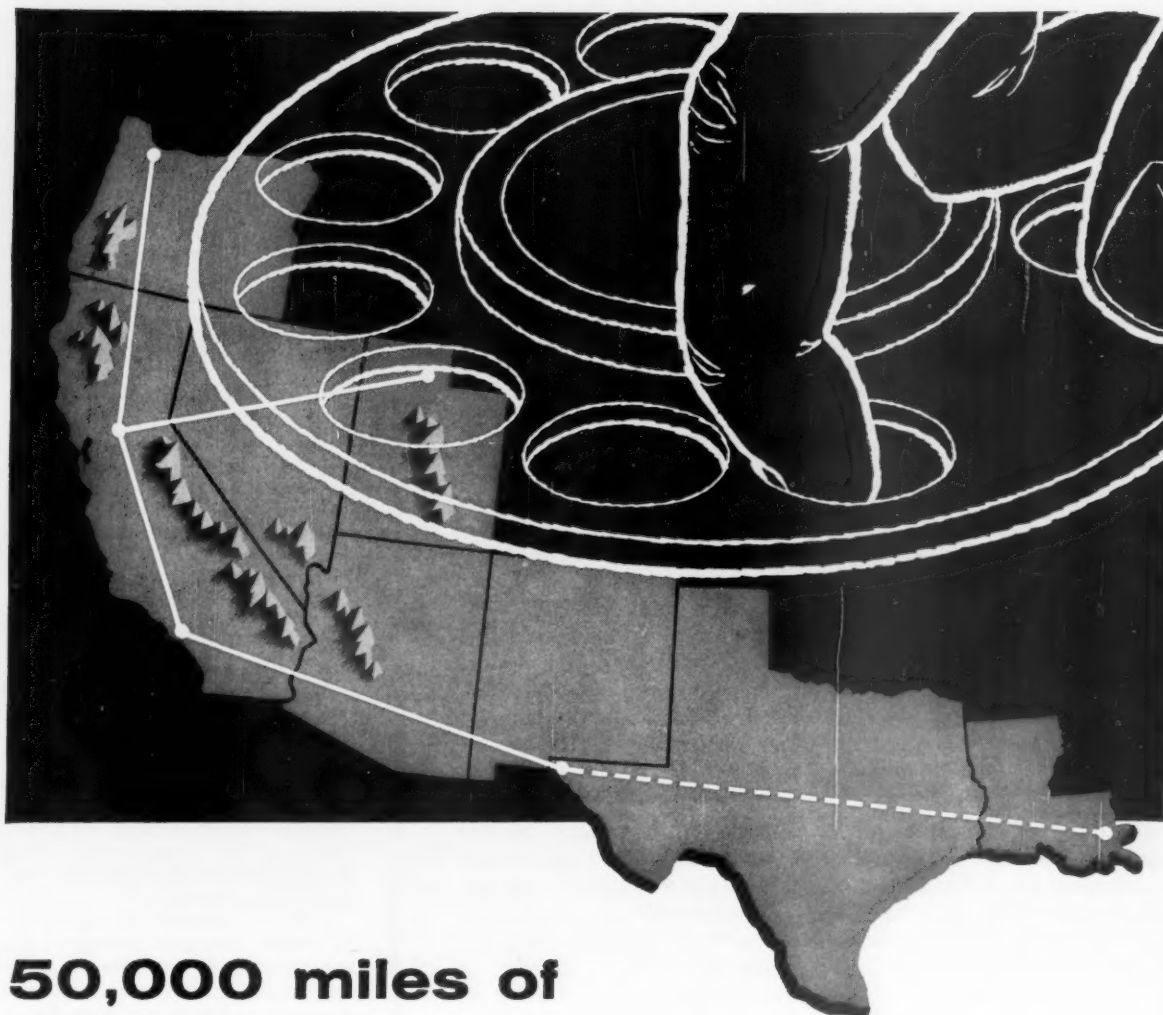
mission authority to prescribe rules, standards and instructions for installation, inspection, maintenance, and repair of train brakes.

That the Locomotive Inspection Act be amended to make its provisions more general and thus more flexible; and to eliminate provisions for appointment by the President of the director and assistant directors of locomotive inspection.

That the Safety Appliance Acts be amended to exempt four-wheel track motor cars and four-wheel push trucks; and to authorize the commission to prescribe for such cars and trucks such other appliances and devices as may be necessary in the interest of safety.

That Section 1 of the Elkins Act be amended to plug loopholes opened by court decisions and positions taken by the Department of Justice, and to apply the treble-damage forfeiture provisions to railroads as well as to shippers.

That the Interstate Commerce Act's Section 5(10) be amended to make gross operating revenue, instead of the number of vehicles owned or operated, the basis for determining whether a proposed unification or acquisition of control of motor carriers is an exempt transaction.



50,000 miles of long distance direct dialing!

Southern Pacific depends on Lenkurt Carrier for automatic inter-city telephone service

In slightly more than four years, Southern Pacific has added 50,000 circuit miles for inter-city direct dialing, without stringing a single mile of additional wire!

After installing a network of 28 Lenkurt 45-A carrier systems to replace leased line circuits, 70% of the Southern Pacific line is now served by automatic long distance telephones. The new system extends down the West Coast from Portland, Oregon, to Los Angeles—east from Los Angeles to El Paso, Texas, from Sacramento to Ogden, Utah. Within a year, automatic inter-city dialing will cover the entire railroad from Portland to New Orleans.

The new system is more than paying its own way. At some locations, an expenditure of a few thousand dollars to provide automatic dial telephone service is paying for itself in less than two years' time. And the railroad has

found that exchanging information over its automatic long distance telephone network is much faster, more certain and convenient than writing or wiring. Traffic has stepped up sharply. For example, the San Francisco-Los Angeles circuit handles five to six times the number of calls possible before the new Lenkurt Equipment was installed.

Conversion from leased line circuits to Lenkurt 45-A carrier is part of an aggressive campaign to modernize and mechanize the Southern Pacific's facilities.

For complete details on how Lenkurt can help you improve *your* communications system, write to Automatic Electric Sales Corporation, Northlake, Illinois. *In Canada, Automatic Electric Sales (Canada) Ltd., Toronto. Offices in principal cities.*

AUTOMATIC  ELECTRIC

A member of the General Telephone System -
One of America's great communications systems



proved construction of the railroad by a United States Steel subsidiary as a private carrier.

Further legislative action on a bill to incorporate the line is scheduled for later this month.

Roughly parallel to the Quebec, North Shore & Labrador running from Sept Isles to Schefferville, the new road would link the St. Lawrence river port of Shelter Bay with the Mt. Reed and Mt. Wright area ore fields. The whole line would run about 265 miles. Initial plans call for construction of only a 190-mile stretch (Railway Age, Oct. 28, 1957, p. 7).

Cartier Railway Company would build

the line for the USS subsidiary, Quebec Cartier Mining Company. It seeks to build the first 150 miles within 10 years, the whole within 20.

Opposition to the private-carrier nature of the line was reported to have come from Canadian Javelin, Ltd.

Objection reportedly was based on need for mining interests other than those of U.S. Steel to have access to a common carrier railroad. Cartier's spokesmen were quoted as pressing for initial incorporation as a private carrier, leaving service to other potential shippers for later negotiations. The government would have rate jurisdiction.

Watching Washington *with Walter Taft*

- **SENATE HEARINGS** on the "deteriorating railroad situation" were scheduled to get under way this week. They are a project of the Interstate and Foreign Commerce Committee's Surface Transportation Subcommittee. The subcommittee, headed by Senator Smathers of Florida, wants to know what new legislation is needed to insure a sound railroad industry, what railroads can do to help themselves, and what changes in ICC policy are desirable.

- **OPPORTUNITY** to point up their problems will be principal benefit to the railroads. No important legislation is expected to result. Lead-off man in the comprehensive railroad presentation is Daniel P. Loomis, president of the Association of American Railroads. He is to be followed by more than 20 railroad presidents. Other interests will also be heard, including competing carriers, state authorities and the ICC. So it looks like a long proceeding.

- **SLY COMMENT** in ICC annual report refers to railroads' current interest in government aid. The commission recalled how railroads have generally opposed subsidies. It then proceeded to note the attention given recently to "the possibilities of government aid to finance new freight cars, and to subsidies from local governments to support unprofitable commuter services."

- **NEVER BEFORE SO EAGER** to try devices is the way the commission described the present railroad attitude. It thinks, nevertheless, that experiments with passenger cars should be halted until management decides a basic question: whether to abandon or retain the flexibility of universal standard coupling of all equipment. Further comment seemed to reflect the commission's greater confidence in those new-type cars which are equipped with standard couplers.

- **HOT BOX PROBLEM** must be solved if railroad freight service is to become as fast and reliable as it should be. That's more advice from the commission. It reported, too, that "many feel" no permanent solution of this problem is possible until there is universal adoption of roller bearings on freight cars.

- **MORE ACCURATE WAYBILL DATA** is the objective of a commission project now under way. It involves field surveys of selection procedures of railroads in their work of gathering the required waybill samples. The commission wants more accurate and complete reporting in view of the increasing use of the data in rate cases and other proceedings.



The Milwaukee's Youngest

William J. Quinn (left), took over January 1 as new president of the Milwaukee. At 46, he's the youngest man to be elected president in the carrier's 107-year history. Welcoming Mr. Quinn to the president's office is John P. Kiley, who retired as president December 31 after 45 years' service with the Milwaukee.

Traffic Trial Fails To Save SP Train

Southern Pacific's experiment in trying to save a passenger train has ended unhappily. The train—the Sacramento-Los Angeles "West Coast"—will be discontinued, provided the California PUC approves SP's petition.

The great experiment took shape after the railroad originally applied to drop the run, in August 1956. Faced with protests from on-line cities and residents, SP agreed to continue the train for a trial period, hoping that traffic would pick up and the train could be saved.

The results of that trial, SP now reports, "have been very disappointing. Through a four-month period ending November 30, the average number of passengers daily in each direction was 56, compared with an average of 71 for the same period a year ago."

"Despite our increased efforts in publicizing and promoting the train, business has continued to decline," commented Claude E. Peterson, vice-president, passenger traffic—public relations. "There is no doubt now that the 'West Coast' is not being used sufficiently by the people of the area to justify its continuance."

When SP first sought to drop the overnight streamliner, it was posting an annual out-of-pocket loss of \$850,000. According to Mr. Peterson, rising costs and declining patronage since then have combined to push losses "far above what they were a year ago," when the experiment began.

One possibly beneficial result from SP's willingness to cooperate in the trial operation: favorable press comment and perhaps a better understanding of SP passenger problems on the part of some California editors (Railway Age, May 20, 1957, p. 64).

NY Transit Plan Cost: \$500 Million

Plan submitted to Jersey and New York legislature calls for bi-state agency—Prospects brightening in Chicago.

The Metropolitan Rapid Transit Commission's plan for New Jersey-New York City commutation would cost an estimated \$500 million. "No panacea," in the commission's own words, the proposals as submitted last week contemplate annual operating deficits to be offset by tax levies or other means.

"It is stark realism to say that the moment for action is now or, perhaps, never," the commission report stated. "The cost will be large but the cost of inaction is already far larger and will progressively grow still larger."

With that warning, the commission turned over its report to the legislatures of the two states—meanwhile commenting that the problems of Connecticut, Westchester and Long Island commuters to New York City also must be solved soon.

The proposals of the commission roughly paralleled the probabilities outlined in *Railway Age*, January 6, p. 9.

Main detail of the recommendations was the proposal for the commutation loop to be operated by a bi-state agency with the power to raise funds through bond issues and taxation. It's suggested that when (and if) the commutation network extends to the other New York City commuter areas a three-state agency would be set up.

Following issuance of the MRTC report, Herman T. Stichman, Hudson & Manhattan trustee, assailed it as impractical. He reiterated his earlier statements that the Hudson "tubes" offer the best way for running a loop transit system into New Jersey from New York City.

The MRTC proposal recommended building two new sub-Hudson river tunnels for the projected loop—but would use much of the H&M trackage in Manhattan, in addition to a new subway line.

Meanwhile, from Chicago, comes word that a "clear definition of public policy" on transit "is on the way."

Chicago Transit Board Chairman V. E. Gunlock said as much recently. The new concept would provide an expanded and improved transit system.

A CTA improvement program, planned as a 15-year project, involves expenditure of some \$315,000,000 for 23 separate projects, plus acquisition of new rolling stock. At present, however, funds have been committed for only one subway project and CTA has budgeted money for but two modernization jobs in 1958. Rapid transit subways and extensions (10 projects) over the 15-year period would cost \$182,206,000; modernization of existing facilities (13 projects) would cost \$96,612,500. Approximately \$35,500,000 would go for new equipment for use over the extended lines.

The authority last year proposed a six-point financial aid program. Much debate followed as the Illinois General Assembly considered the CTA program and alternate proposals. But, Chairman Gunlock pointed out, "unfortunately no substantial amount of financial aid was provided or authorized."

CTA's \$315,000,000 expansion program, he said, would take \$21,000,000 a year, if its cost were spread over 15 years. Another \$5,000,000 would pay for the cost of maintaining existing off-street rapid transit ways and structures, "which I feel is a proper highway cost." The total—\$26,000,000 a year—is a small sum, Chairman Gunlock declared, "when compared with \$644,000,000 which the state has

budgeted for highways in the next biennial. . ."

"Unless there is some progressive thinking which will allow some of these huge sums to be spent in metropolitan areas for the benefit of transit," he continued, "even these large highway expenditures will not get the traffic relief that is needed. . . Unless our administrators face up courageously to the fact that everyone cannot be moved in the private automobile and put some of their huge sums into facilities that will assure the maximum in efficient moving of people, I predict that we shall wind up within a few years with these huge highway sums spent and only worse congestion obtained for our large metropolitan areas."

BofLE Raps Passenger Service Cuts

New opposition to rail passenger service cutbacks came last week from the Brotherhood of Locomotive Engineers.

Grand Chief Engineer Guy L. Brown said the number of recent passenger cuts "is now of crisis proportions, particularly in the East and Great Lakes sections." He called on BLE general chairmen and legislative representatives to assist in a

"campaign to stop the epidemic . . . that threatens to leave our nation without a sound, well-balanced transportation system."

Rail passenger service, Mr. Brown declared, "cannot compete with the private automobile for short-distance traveling, nor with airlines for great distances where (Continued on page 28)



Is This the Missing Link in the Railroad Future?

A master computer to tie together the electronic brains already available for operations and the computers used for administration is still needed for full railroad automation. Here's an "imaginative concept" worked up by the Reading and publicized by President Joseph A. Fisher. Not a proposal, and admittedly

containing many "holes," the drawing represents a conceivable master control panel of 1980. Programming director (right) would regulate train operations via television screens and data processing equipment before him. Battery of devices pointing at screens films the TV pictures for relay to company officers.



"The thing we're after is to carry more revenue through to net:" R. L. Milbourne,

Where Piggyback Is Heading



Carneck

"We're convinced piggyback has its place in transportation, along with conventional rail service and over the road operation. . . . It's directly in line with our policy to provide shippers with the type transportation they desire." P. E. Carneck, freight traffic manager, S.P.

"I have changed my mind about piggyback. Formerly I was opposed to Plan I. Now I favor it, especially for our conditions in New England. About 70% of all traffic produced in our area is less-truckload." W. K. Tate, vice president—freight traffic, New Haven.



Tate



Mundy

"We've run into cases where the piggyback solicitor doesn't seem to be sold on TOFC service. I don't know why this is, but either you believe in the idea or you don't, and if you do you ought to be sure your salesmen are aware of it." E. F. Mundy, general traffic manager, National Biscuit Co.

"Any railroad with piggyback service, I think, would be wise to cover as many on-line stations as it possibly can. If this business is going to grow, and we think it will, we have to make it available to as many shippers as we possibly can." J. L. Barngrove, general traffic manager, Lackawanna.



Barngrove



Johnson

"Our piggyback volume now shows a tendency to level off but that's only natural after the sharp initial rises. We run solid TT trains of piggyback loads, we do not hump these cars and we keep flat switching to a minimum." H. M. Johnson, assistant to general manager freight rates, PRR.



executive assistant to the vice president—freight sales and services, N.Y.C.

A RAILWAY AGE MEETING OF MINDS

Moderator's Summary

On a recent afternoon, a team of Railway Age editors sat down with officers of nine railroads to talk piggybacking. If what these men think can be summed up in a few words—and that's admittedly dangerous—the TOFC outlook adds up this way:

- Roads that offer piggyback service, as these nine do, are mighty pleased with results so far. Nobody plans to quit.
- Volume is still climbing, even while carloadings have been declining.
- More expansion is coming.

The danger in such a brief summary is that it paints a black-and-white picture. Piggybacking is hardly that. There are overtones and undertones, little distinctions and differences from one road to another. These are important to each road involved, and they show up quickly around the meeting table.

Some common generalizations can be made, however, and on these nearly all railroads seem to agree. Participants in the Railway Age roundtable suggested that piggybacking:

1. Provides a way to go after high-rated traffic now moving over the highways.
2. Permits high utilization of equipment.
3. Produces revenues per unit exceeding those of carload freight.
4. Reduces damage claims.

5. Puts a growth element in the traffic pattern.

6. Offers an effective means to compete for short-haul traffic.

7. Establishes highly dependable service, where shippers can obtain deliveries timed to their specific needs.

8. Sets the stage for recapture of LCL business, and making it profitable, without big capital expenditures.

Some unresolved problems are still around, too. Here are the major ones, filtered out of comments by these officers who are close to piggyback every day:

1. Not enough railroads offer TOFC service to really make it universal.

2. Even roads that do offer service are, in some cases, slow in extending to additional on-line cities.

3. The type of equipment used varies widely from road to road, and the question of standardization is no nearer an answer.

4. Debates over danger of diverting box car traffic have subsided, while the matter of whether to handle common carrier truck trailers continues unresolved.

What Shippers Think

Two shipper representatives also sat in at the piggyback roundtable—E. F. Mundy, general traffic manager of National Biscuit Company, and J. B. Hedges, traffic manager for the Manufacturers Association of Connecticut. Both

speak highly of piggybacking as a service; they think it has a growth future. But they question whether, so far, it's being sold effectively. Said Mr. Hedges:

"Railroads give the same rates, and perform the same loading and unloading function [as motor common carriers]. I'm not sure, though, that you give enough weight to your improved reliability. You also have freedom from damage, and to many shippers the police protection you give their cargo in terminal areas is also important.

"In other words, the shipper often gets more for his transportation dollar, and I blame railroad selling techniques for not capitalizing on these things."

Road by road, the outlook for piggybacking in 1958 hinges on many factors. As spelled out at the roundtable session they add up like this:

Canadian National: "Plan II TOFC operations began January 1, 1954, between Montreal and Toronto, and have since been expanded to other cities. Initially, we published graduated rates for weights from 5,000 lbs to 15,000 lbs on all commodities; 20,000 lbs to 24,000 lbs on selected commodities. Rates subsequently made all-commodity, subject to some exceptions.

"To exploit the economic advantages of box cars, we also established carload incentive rates on selected commodities, ranging down from 45 cents on 20,000-lb basis to 33.5 cents at 60,000 lbs. These

rates were made in direct relation to highway costs, with allowances for off-track expenses. Results have been excellent.

"Plan I piggyback service was then begun October 8, 1957; 715 trailers were handled by Montreal-Toronto in the first 30 days. We've found that competition of reduced box car rates, coupled with Plan II piggyback, has given truckers extra incentive to use Plan I service."

Lackawanna: "Our road currently is handling about 1,700 trailers a month, all Plan II, and we attribute much of the growth since 1954 to a rate policy that is competitive with motor carriers, including contract carriers where necessary. This has brought obscure rates into the open

and it has also helped sell piggybacking.

"Plan I service is ordinarily referred to as motor common carrier piggyback—the inference being that railroads and truckers work jointly. Plan II, on the other hand, is commonly referred to as a railroad operation. Actually, Plan II is also a cooperative effort because truckers provide the cartage service, are an important part of the operation, and get a sizable portion of the revenue."

Erie: "We offer our Plan II service to around 2,500 points on our line and in conjunction with other roads. Now we are getting into Plan I operations, but we really haven't moved too far with that yet. We see no great conflict in offering

both Plan I and Plan II service, and whatever the plan, we do believe that piggybacking is the best tool we've got to get business off the highways and back on the railroads."

Missouri Pacific: "We think our demountable trailer body or container services are good for several reasons: there is a saving in trailer equipment investment since as we only need approximately one-half as many trailer chassis as bodies, and the bodies cost only about half of what a regular trailer costs; we save, too, on our capital outlay because the containers are moved on standard flat cars or in gondola cars—with no extra tie-down devices needed because all tie-down fixtures are a part of the container and not of the railroad car. There are other economies because the tractor driver operates the gantry crane to transfer containers to and from rail cars and arranges for the tie-downs to the cars. Practically all clearance problems are eliminated.

"Gantry cranes are provided at 18 locations on the MP and Texas & Pacific and are used exclusively for the handling of container shipments. These cranes cost approximately \$27,000 each f.o.b. factory and make it possible for the two roads to serve more than 250 stations along their lines by using their subsidiary truck lines.

"We do have one minor problem now that interchange is growing. When our units go off line we have to send both the chassis and body. Together they constitute a regular trailer. As more units go to other roads we experience an occasional shortage of chassis units.

"Up to now about two-thirds of our piggyback volume is in containers; the rest in regular trailers."

New Haven: "The only alternative way for the New Haven to share in the heavy LTL movement in our territory would be for us to go into the LCL business in a big way. That would require large capital expenditures and would also require, for full success, that our connections likewise develop considerable enthusiasm for LCL—a consummation to be hoped for but scarcely expected because, relatively, LCL is not nearly so important to other lines as it is to the New Haven.

"We expect to reach an all-time high in our piggyback volume in 1958. Our Plan II piggyback, which we offer in interline service, also is on the increase. Among its best selling points are its dependability and our ability to advise shippers of trailers en route so as to arrange for delivery at times most convenient to them. We feel that increased use of the service for handling high grade traffic will tend to minimize increasing rates on basic commodities."

(Continued on page 36)

"I personally have been sold on piggybacking from the beginning. For one thing, a good many shippers in the past had trouble getting good service from the motor carriers. But assuming they have that now, the question in my mind is whether railroads are selling TOFC service competitively." J. B. Hedges, traffic manager, Manufacturers Assn. of Conn.

"We are enthusiastic about our Plan II operations, which are the only kind we have. Growth has been constant, and we are of the opinion that if more roads offered this type of service, if more points were served, it would be a great help to the railroad industry traffic-wise." C. C. Hahne, freight traffic manager—sales and service, MP.

"We're very enthusiastic about piggyback, but are much opposed to Plan I for our road. We've been firm in the belief that TOFC service under Plan II should hold or recapture traffic off the highways. We have stayed close to motor common carrier rate levels so far." John J. Fitzpatrick, assistant vice president—traffic, Nickel Plate.

"Where you locate your terminals can be a big factor in how well you do in piggybacking. We've found out that's important. As to Plan I or Plan II, we think the two plans can live together and we're moving in that direction now." B. F. Conway, freight traffic manager—piggyback and LCL merchandise traffic, Erie.

"The most prolific area of highway competition on our lines in Canada is that between southwestern Ontario—notably between Toronto and Montreal. A survey of volume tonnage on the highways was made in concert with the Canadian Pacific, the study also embracing rail versus truck costs." H. B. Parr, assistant general freight traffic manager, CNR.



Hedges



Hahne



Fitzpatrick



Conway



Parr

How the Experts See It: *Rail traffic will reflect general economic conditions in 1958. Year will get off slowly before present dip levels off. After a sputtering start . . .*

Business Will Bounce Back in 2nd Half

Some time early next fall, most experts agree, the nation's economy will start climbing again. Latest prediction to that effect came January 1 from Commerce Secretary Sinclair Weeks. Mr. Weeks sees 1958 as the year for "a small dip, then a climb" in business activity.

Hardly anyone, including Mr. Weeks, foresees an end to the present business slowdown before midyear. And with summer traditionally a slow period, it may be as late as September before the promised resurgence takes shape.

Most railroad executives apparently agree with the economists on the 1958 outlook. Pennsylvania President James M. Symes has mentioned a decline estimated at 10 per cent in the first quarter of the year. AAR Economist Burton N. Behling figures that the level of economic activity for '58 may be moderately below 1957 levels.

For the railroads, that means 1958 freight ton-miles 5 per cent under 1957 and 9 per cent under 1956. It also means passenger-miles averaging 5 per cent under last year and 12 per cent under '56.

Economist Behling looks on the railroad earnings picture this year as unfavorable. Net railway operating income, he estimates, may fall to about \$800,000,000 this year—16 per cent below the net salvaged from 1957. And net income after fixed charges is expected to total only about \$600,000,000, or approximately 20 per cent under 1957 figures.

That's one side of the record. The other side, however, plays a brighter tune.

Basic steel—more a thermometer than a barometer of economic activity—figures on a sharp upturn in the last six months of 1958. Production in the second half of 1957 fell 10 per cent below the record rate of the first half. According to Inland Steel Company President Joseph L. Block, output in early 1958 will probably hold to, or drop slightly below, the lower rate.

Steel operations in the immediate future, says Mr. Block, "will probably accentuate what is occurring elsewhere in industry because they will be adversely affected by continued liquidation of inventories and reduced capital expenditures." Inland's president sets ingot production for January-June, 1958, at 50 to

By WALLACE W. ABBEY

Western Editor

52 million tons. But, "looking beyond the first half, I would expect improvement, with production 5 to 10 per cent higher in the second half."

Mr. Block cited three factors—also popular with other forecasters—in predicting the second-half comeback. He noted:

- Projected increases in the national defense program;
- A trend toward easier money;
- Reversal of the present inventory trend, from liquidation toward accumulation.

There are other strong spots in the economic predictions. Certain specialized industries—electronic equipment and chemicals, to name two—are forecasting substantial sales increases this year. Opinions on residential building differ, but a majority seems to feel it's time for a swing upward. And the giants of the electrical industry don't appear worried about what 1958 holds.

In recent statements, both General Electric President Ralph Cordiner and Westinghouse Chairman Gwilym A. Price were optimistic about this year.

Said Mr. Cordiner: "The present uncertainties seem to be temporary adjust-

ments . . . rather than serious weaknesses in the economy." Westinghouse Chairman Price said sales for '58 are expected to top '57 figures. He predicted a good year for the entire industry and said the nation's total output of goods and services should rise slightly from 1957—some continuation of the present slump notwithstanding.

Rails Depend on General Business

What does this all mean to the railroad industry? According to Dr. Behling, the railroads' prospects in 1958 depend upon the course of general business, particularly in the heavy goods industries.

What do rail traffic officers think? Cautiously, a number of them look for a continuing down turn—but not like the severe sock they got last year.

One Western road, where volume in 1957 was off 6 to 7 per cent from 1956, sees only a 2 per cent decline this year. A Southwestern carrier whose '57 business slumped about 6½ per cent looks for substantial help from newly opened coal mines, continuation of highway and building construction at current levels and a good farm year.

Two roads reaching into the South maintain a carefully optimistic attitude. The president of one has called this a stop-look-and-listen situation. But his own road is not stopping its improvements pro-

THE BIG 'IFS' FOR '58

Economists eye the following contingencies in forecasting the business picture this year:

- ▶ Increased defense spending
- ▶ Industrial growth in the South
- ▶ Fruitful year for farm crops
- ▶ Steel production increase
- ▶ Bigger sales in electronic equipment, chemicals, electrical goods and services
- ▶ Build up of inventories

gram. He foresees an upsurge in business and continuation of the South's industrial growth.

Tonnage on the line, it might be noted, is expected to equal that of 1957.

The vice-president-traffic of the other Southern carrier was hopeful. "Before long," he said, "things will begin to adjust themselves . . . [although] we're not too optimistic about the first few months of 1958. Some shaking down of the grates still remains."

The imponderables in the traffic picture make predictions difficult. Basically, there are five:

- Government defense-spending policy
- Labor relations
- Weather conditions
- The rate picture
- Congressional response to railroad bids for greater freedom in pricing.

Increased defense spending could bolster several sections of the economy. But which sections? And how soon?

As for labor's role in 1958, the railroads should be relatively free of difficulties. But several big sources of traffic, notably the automobile industry, may be headed for trouble.

Secretary of Labor Mitchell pointed out recently that "we may have more labor disputes and possibly more man-days lost in 1958 than in 1957" because many more contracts are up for renewal this year. Time lost through strikes last year totaled only about 16 million man-days—a post-war low and less than half the total recorded in 1956.

Crops Should Boost Value

Weather conditions wrecked the plans of many farmers and traffic men in '57. This year things could be better. The Southwest is hoping for better luck with crops. Ruined by drought for many years, they were washed out last year by repeated heavy rains.

Happily, the Agricultural Department has forecast for 1958 the biggest winter wheat crop since 1951—906.3 million bushels. Based on conditions last December 1, the department was looking toward a harvest 28 per cent larger than 1957. Ideal planting weather influenced the prediction—along with stepped-up acreage as farmers declined to go along with the soil bank.

Railroads will have the benefit of a full year of the Ex Parte 206 increases. They'll also have the benefit of whatever is granted through the selective rate boosts filed December 23. Greater freedom in rate making was one of the salient points in the recent rail executives' pilgrimage to the White House. It's reported to be a major point in the 1958 AAR legislative

Active pursuit of their share in the business rebound can be expected of the railroads in '58. Deeper-digging research, innovations and experiments, could blossom in new freight and passenger concepts, and equipment. The job to be done calls for a sleeves-up approach and more capital spending.

program. About all that can really be said for sure is that competition is girding for a fight.

How Will Railroad Competitors Do?

Indications are that rails' competition may begin to feel the pinch that bruised the railroads in 1957.

The president of the American Trucking Associations says his organization's research justifies optimism for '58. But the optimism is tempered with caution concerning Secretary Mitchell's forecast for labor difficulties. And it's qualified with a note that the industry is "again faced with efforts by competitive interests to change the rules of rate making in transportation and with an equally serious attempt to legitimize common ownership of more than one form of transport."

Scheduled airlines expect to post traffic gains of 6 to 9 per cent over 1957, according to United Air Lines' president. "But," he warns "the traffic gain won't be reflected in profit margins unless fares are readjusted."

What about traffic patterns this year? At the moment, nothing startling is on the board. Startling, that is, in the sense of affecting any large segment of the railroad industry.

Competing transport agencies in some areas have hinted they may take action in line with recent proposals by former ICC Chairman Clarke and Commissioner Minor for greater coordination and integration of service.

On the West Coast, rail-truck-ship coordination has been in effect for some time with Consolidated Freightways, a ship operator, and the Alaska Railway. Consolidated has indicated that it's exploring through rate possibilities with several railroads. Another Midwest rail carrier and a truck line are also deep in discussions on the same subject.

Passenger Picture Not All Bad

In addition, a facility is being planned for Chicago which would bring together rail, truck and waterway transportation, with through movements involving both trailers and containers.

What of passenger traffic? With Baltimore & Ohio trying to drop Baltimore-

New York service, New York Central attempting to curtail Midwestern operations, and numerous other cutbacks in many areas, is there still traffic to be had? Some say yes.

As in the freight traffic picture, there are bright spots. Presidents or other top officers of several lines mounted the podium last year to reaffirm their faith in the future of passenger traffic. Santa Fe petitioned for and won authority to consolidate the "Super Chief" and "El Capitan"—then allowed as how maybe it wouldn't consolidate on the scheduled date because reservations were so heavy. Union Pacific started a new train on the Los Angeles-Las Vegas run and pronounced it a success.

Chicago and North Western prepared to lay out \$2,500,000 in new equipment for their Wisconsin trains in exchange for permission to drop a number of money-losing runs in that state. And scenes in metropolitan passenger terminals during the recent holiday season indicate thousands of people still ride trains. The big job for railroads remains two-fold: make the service worth selling—then sell it.

Back on the freight side, what are railroads doing to guard carloadings? A number of things. They're setting up traffic research bureaus, maintaining heavy capital expenditures programs to cut costs and improve service, exploiting TOFC service in its various forms, exploring possibilities in containers and—in at least one case—actively investigating the joint-rate situation with a common carrier trucker.

These are things the railroads themselves can do and are doing to protect traffic. External conditions—primarily in the legislative field—can hardly be considered a short range help. Legislation may be pressed that would have tremendous effect on the rails' ability to compete for traffic. But as ICC Commissioner Minor commented recently, "the legislative process is frequently a long one; acts of Congress result from years of consideration."

The year, in short, looks like another 12 months of "no rest for the traffic department." If the expected mid-year boost develops, and if major traffic sources can get by without costly strikes, year-end results could be a surprise—and a most welcome one.

THE CONTINUING

OUTRAGE

TWO rights of way. ►
Are both ways right?



Thirty new dual power diesel-electrics are not all that's new on the New Haven; they're getting more subsidized competition too

Squeezed between Devil and Deep Blue Sea, the NH Wants Help

Sandwiched between four-lane US 1 and the Thames River waterway, the New Haven's old lift bridge at New London, Conn., is a striking symbol of the squeeze play that has forced NH President George Alpert to call for help.

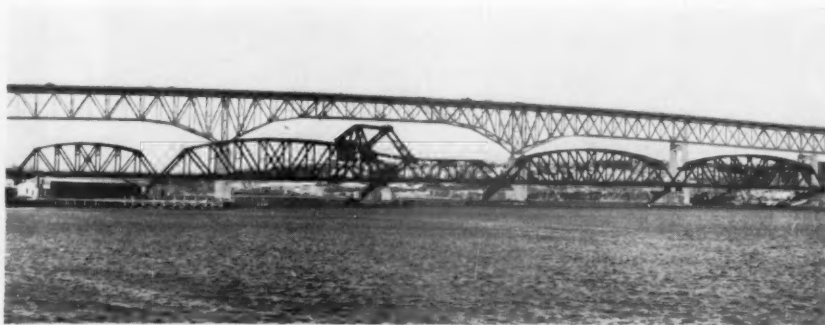
The bridge in the foreground is rail-built, rail-owned and, of course, taxed for the benefit of the public. An expensive lift section permits free navigation to river traffic. The high-level bridge in the background is for motor traffic. A nominal fee (10 cents per auto) is charged for the bridge, but the improved Boston Post Road itself is free to all comers.

In New Haven territory, beneficiaries of the area's public highways and waterways have always been strong competitors for traffic. Now there is public competition from a new source: the Connecticut Turnpike opened January 2. The NH and the turnpike run side by side along the coast before the turnpike cuts inland west of New London.

In the past month, the New Haven has suggested two remedies for its distressing traffic situation. Both involve cutting pas-

senger losses so freight rates can be tied more closely to freight costs. One remedy is a bill in the Massachusetts legislature asking the state to take over the road's intrastate passenger service. If the state desires, the line will provide this service at cost. In a separate action, New Haven has just reduced interstate passenger operations between New York, Springfield and Boston by 30 per cent.

Subsidies don't scare the New Haven, if they mean the public is taking over essential services now being run at a loss. Without the kind of help its competitors get, the road's freight is no longer able to make up for heavy passenger losses. For a service the public is unwilling to do without, the New Haven feels that the public—in one way or another—should pay the bills.



THE BRIDGES spanning the river Thames. Is the competition fair?



OLD LINE, at lower right, will be inundated by backwaters of new dam. Partially finished roadbed of new line can be seen at left.

Flood Control Project Calls for a



LARGEST FILL on new line is 1,200 ft long and 110 ft deep. Some 800,000 cu yd of material went into this fill.



ROCK WAS BLASTED loose, then moved by bulldozers equipped with rippers for use as fill.



CONCRETE PIERS were cast for all of the three bridges on the new line. Area will be flooded by backwaters of new dam.



READY FOR STEEL girders, these piers rise 65 ft above the waters of the Green river. This bridge will be 334 ft in length.

200-ft 'Track Raise' on the NP

A dump-truck driver unleashed a stream of unprintable epithets. For the sixth time in a single morning his machine bogged down in muck on the south bank of Washington's Green river. This was nothing new. Throughout the summer the Morrison-Knudsen Company, building a new line for the Northern Pacific, had encountered only 10 "good" days. The rest of the time, mud, muck, mire and ooze were daily bywords.

Here's the picture: The NP's main line in Western Washington follows the course of the Green River Valley. In the past, floods have caused nearby communities—including Seattle, Renton, Kent and Auburn—to cry for relief. Accordingly, the U. S. Army Corps of Engineers decided to build a flood-control dam at Eagle Gorge, the narrowest part of the valley.

The move meant relocating a segment of NP trackage, replacing it with 13.64 miles of new line involving a "track raise" of up to 200 ft. When the over-all dam project (\$30 million) is completed in 1960, the existing NP roadbed will be under water for five miles upstream from the dam. The new line will have a slightly

greater ruling grade than the one replaced. But where the old line boasted eight bridges, the new route will get along with three.

Five Contracts Involved

The contract for the first four miles of new roadbed was awarded to Morrison-Knudsen, Boise, Ida. Construction, begun in the spring of 1956, is now about 85 per cent completed. This portion of the project includes a 65-ft-high bridge across the Green river west of Humphrey. The bridge consists of three spans: Two 85-ft girders and one 160-ft truss. Piers are concrete.

The second contract was awarded to Slate-Hall-Hamilton of Cumberland, Wash. It covers six miles of roadbed construction and a 130-ft-high bridge across Charley Creek near the Eagle Gorge station. Supported by concrete piers, the bridge incorporates three 112-ft and two 45-ft steel girder spans. Begun in the fall of 1956, this phase of the project is now about 60 per cent complete.

Paul Jarvis, Inc., of Seattle won the third

contract for a 115-ft-high bridge across the Green river east of Kanaskat. Now about 30 per cent complete, it is the largest bridge on the new line. Two 90-ft girder spans, one 75-ft girder and a 306-ft truss make up the new structure.

A fourth contract for four miles of roadbed, two miles of spur trackage and three miles of county roads was won by Morrison-Knudsen.

A fifth contract covering erection of new station facilities at Kanaskat and Eagle Gorge will be awarded this year.

Track laying, communications and signal work is to be handled by NP forces—with the option that this work may also be contracted. The new line is scheduled to be fully completed late next year. It will be approximately one half mile longer than the old line.

Close cooperation between the agencies involved is a "must" for a project this size. In this case, however, the weatherman refused to go along. Besides fighting rugged terrain and hard rock, the contractors had to work through a very wet summer.

(Continued on page 36)



DEATH OF A FIGHTER—The passing of Sam Dunn, who was editor of *Railway Age* for almost 40 years, marks the end of an era—not just in railroad journalism but in the railroad business itself. Because Sam was not just a scholarly analyst (he was that, of course)—he was also an eloquent and effective advocate of policies by and for the railroads, and necessary for their prosperity.

MY FRIEND 37 YEARS—I first got to know Sam late in 1920. I had joined the staff of *Railway Age* in New York that fall and Sam came around to look me over. He was happy to find out that I had grown up in Herington, Kan.—just one division point (on the Rock Island) removed from Pratt, Kan., which was his home town.

Sam was self-educated and well educated. He did school-house janitoring, and worked as a printer's devil to help support his widowed mother when he was going to Pratt High School. He got into country newspaper work through the printer's trade, and graduated into big-city journalism on the strength of his great job as a small-town editor at Maryville, Mo.

FOUGHT FEDERALIZATION—When the federal government took over the operation of the railroads during World War I, Sam moved from Chicago to Washington, temporarily; and he went to work to publicize the shortcomings of federalization.

It would, perhaps, be claiming too much to say that it was Sam Dunn, alone, who turned the American business community from tolerance of federal operation to relentless opposition—but certainly government operation had no more vocal, no more effective, and no more persistent opponent than he.

One of his friends told me that, while this argument was going on, Sam said to him one day: "I hope they'll put on my tombstone that I was the man who prevented government ownership of the railroads."

What Sam Dunn said was always provocative . . .

About Government Ownership

"No argument can be made for government ownership of (railways) which cannot be made with equal force for government ownership of telegraph, telephones, local public utilities, coal mines, lake and ocean shipping and many other lines of industry."

Railway Age, April 5, 1918

About Subsidies

"As long as businessmen profess to be opposed to making a Santa Claus of government, and then, when they think it is to their selfish interest to do so, raise louder 'whoopie' than anybody else for Santa Claus policies, it will be absurdly inconsistent for them to condemn radicals for believing in the Santa Claus theory of government."

Railway Age, May 11, 1929

About Labor

"There is no inherent virtue in conferences or collective bargaining by labor and management. Whether they are worth while or not does not even depend upon whether agreements are reached. It depends entirely upon whether

TRAFFIC AND PURCHASES—Another cause for which Sam Dunn carried a challenging banner was that of clean competition in the sale of equipment and supplies to the railroads. In the mid-twenties and later, some large shippers hit upon the idea of getting interested in supply companies, with the thought that their ability to route freight would be an effective sales tool.

Sam dug up some evidence of this practice and he printed it, naming names—some of whom were personal friends of his. I do not believe he lost any of his friends by his stand—instead they admired his courage. While it certainly cannot be said that traffic considerations ceased thereafter to have a bearing on purchases—nevertheless some of the more brazen abuses in this area were terminated.

AN UNFINISHED FIGHT

Back even before World War I Sam Dunn discerned the economic fraud involved in the development of toll-free inland waterways, and repeatedly exposed it. By the mid-twenties, he likewise discerned that tax-provided highways, also, were being used as a device to transfer shippers' transportation costs from themselves to the government's treasury; and he began to spell out in the pages of *Railway Age*, by speeches, and otherwise the anti-social nature of this development.

Franklin D. Roosevelt in his 1932 presidential campaign advocated transportation policies which were practically parallel to those advocated by this paper under Sam Dunn's leadership. After he was elected, he followed a different course.

But Sam did not lose heart or confidence. He was highly pleased with the "Outrage" articles which we published in our October 7, 1957, issue—and which, in graphic presentation, once again spelled out the iniquity of government's contribution to chaos in transportation.

I believe it pretty safe to guess that the fortunes of the railroad industry will progress or recede, to the degree that it can command the services of spokesmen of Sam Dunn's mettle.

the agreements reached are economically in the interest of (1) all those that should be employed in the industry, (2) those having capital invested in it and (3) its customers—i.e., the public."

Railway Age, July 2, 1938

About Reciprocal Buying

"The more big business uses and is allowed to use its traffic as an effective sales argument, the more the railroad market will be restricted for the inventor and manufacturer who must rely upon the merits and prices of his products in order to sell them. The more the railroad market is restricted in this way the slower will become progress . . ."

Railway Age, February 15, 1930

About Passenger Traffic

"The possibilities of this (passenger) market have not been exhausted by any means . . . as long as there is room for improvement in the attractiveness, economy and sales exploitation of railway service, then that service affords opportunities for making money."

Railway Age, February 16, 1935



TRAIN MOVEMENTS signaled both ways on each track of double track helped give the Milwaukee the flexibility and . . .

Capacity for 15 More Trains Fast

When the Milwaukee late in 1955 took over Union Pacific passenger trains between Chicago and Omaha, the immediate job was to increase track capacity and obtain needed new flexibility to assure on-time performance. Additional signaling with centralized traffic control was the answer. A rush program on 35 miles of three-track was completed in 60 days. Now the whole project has been finished with all the added trains being handled without new trackage.

News of the pending switch of UP streamliners from the Chicago & North Western to the Milwaukee broke on August 1, 1955. Target date for the change was set at October 31, only 90 days later. The Milwaukee had three months in which to make special preparations.

Certain moves could be made quickly and were. In the Chicago area, five power crossovers were installed; automatic block signals were put in and about 9.2 track miles of rail were changed out between Towers A-3 and B-12. These were only the first steps. By early 1956, a few weeks after the shift, additional new crossovers and turnouts, with complete CTC, were in

place on about 22 miles between Towers B-12 (Franklin Park) and B-35 (near Elgin, Ill.)

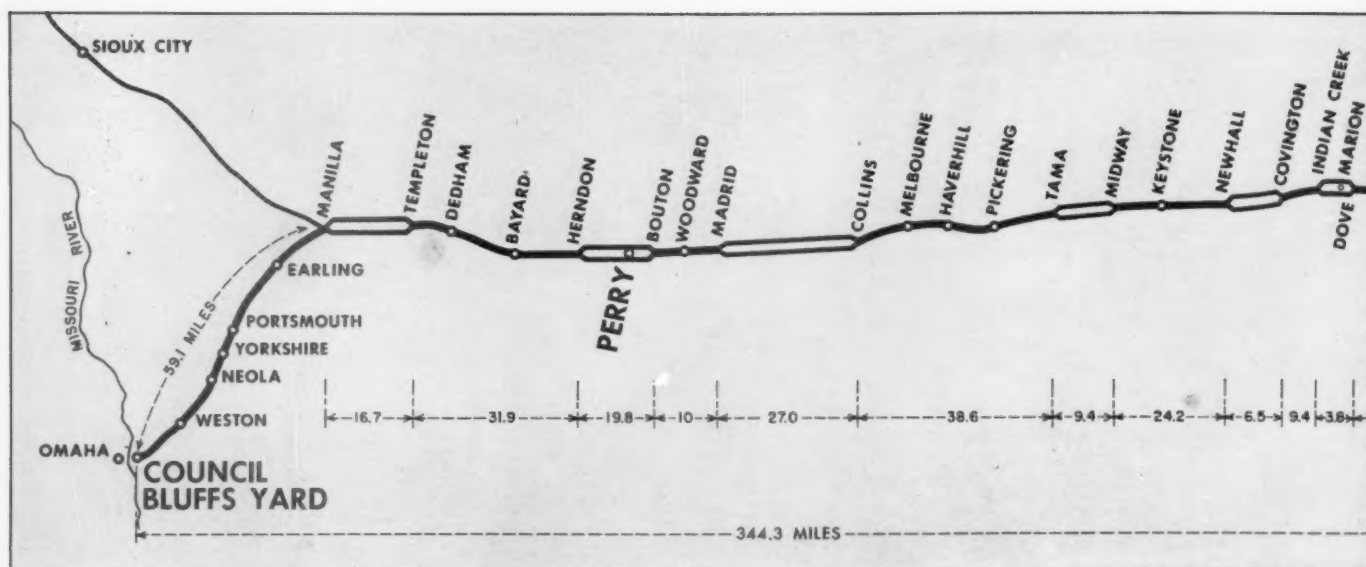
These steps marked the beginning of a longer program of increasing over-all track capacity between Chicago and Omaha. That program, requiring some 18 months, embraced extensive signaling changes and new CTC installations over several segments of the 488-mile route. The job was finished late in 1957.

Prior to the 1955 train shift, the Milwaukee had main tracks between Chicago and Council Bluffs as indicated on the accompanying map. This arrangement continues in use today.

What They Did

Five of the through passenger trains depart from Chicago between 4:30 p. m. and 6:45 p. m., and during this period seven westbound suburban passenger trains depart from Chicago for Elgin, 37 miles, making numerous station stops. In order to run the through passenger trains around the suburban trains, new 132-lb rail was laid on a previous freight transfer track on 9.5 miles between A-3 Tower and Franklin Park. New signaling, for westbound trains only, was installed on this track.

To further increase track capacity, both main tracks on the previous double track



main line were signaled for train movements in both directions from Franklin Park to interlocking B-35 on the east side of the Fox River 1.4 miles east of Elgin passenger station. To cross trains from one track to the other, No. 20 crossovers were installed at Franklin Park, B-17, Roselle and Spaulding, with No. 20 turnouts at B-35 tower Elgin. Trains are authorized to use these crossovers for diverging moves at 50 mph. These crossovers and turnouts, used by through trains, are all power operated and included in interlocking, or are remotely controlled by levers in interlocking. As advance information that a 50 mph crossover or turnout is lined for a diverging route, the approach signal displays a flashing-yellow, rather than steady yellow.

On the 102.7 miles between Elgin B-35 and Savanna, no changes were made in the conventional 2-track main line, which is equipped with automatic block for right-hand running.

On the Iowa Division

The bridge across the Mississippi between Savanna, Ill., and Sabula, Ia., is single track. Two-track, with each track signaled right-hand running, extends 12.1 miles to Green Island, this section being used also by trains to and from the Dubuque line.

Centralized traffic control with six power sidings has been in service since 1950, on the 71.4 miles of single track between Green Island and Dove. Also, centralized traffic control has been in service since 1942 on the 59.1 miles of single track between Manilla, Ia., and the yard office at Council Bluffs. This territory now includes five power sidings as indicated by dots on the map.

On the remainder of this Iowa Division, sections of single and two track, as indicated on the map, were in service prior to the change over. Automatic signaling was in service on these sections, train movements being authorized by timetable and train order. The switches at the ends of double track were in interlockings or were operated by spring switch mechanisms to permit trailing moves without stopping. However, all the sidings were operated by hand-throw switch stands. CTC was in service between Indian Creek and Covington, and Madrid to Bouton with remote control power sidings (one end) at Melbourne, Haverhill and Pickering.

Capacity and Flexibility

To secure the track capacity and flexibility for additional train movements, the Milwaukee, within a period of 12 months, installed centralized traffic control on those portions of this division that were not previously so equipped. These new projects included power switches at seven sidings on single track; power switches at the ten ends of double track; and signaling for train movements both ways on each track.

The turnouts at the ends of double track are No. 20 with 34 ft 6 in. points, over which diverging train moves are authorized at speeds up to 50 mph, and signal aspects are arranged accordingly. Turnouts at ends of sidings are No. 11, diverging moves being authorized at 13 mph. As part of the overall project, sidings were lengthened to 175-car capacity at Bayard, Dedham, Portsmouth, Neola, Keystone and Pickering.

With the completion of this work, centralized traffic control is now in service throughout on the 329 miles between Green Island and the yard office at Coun-

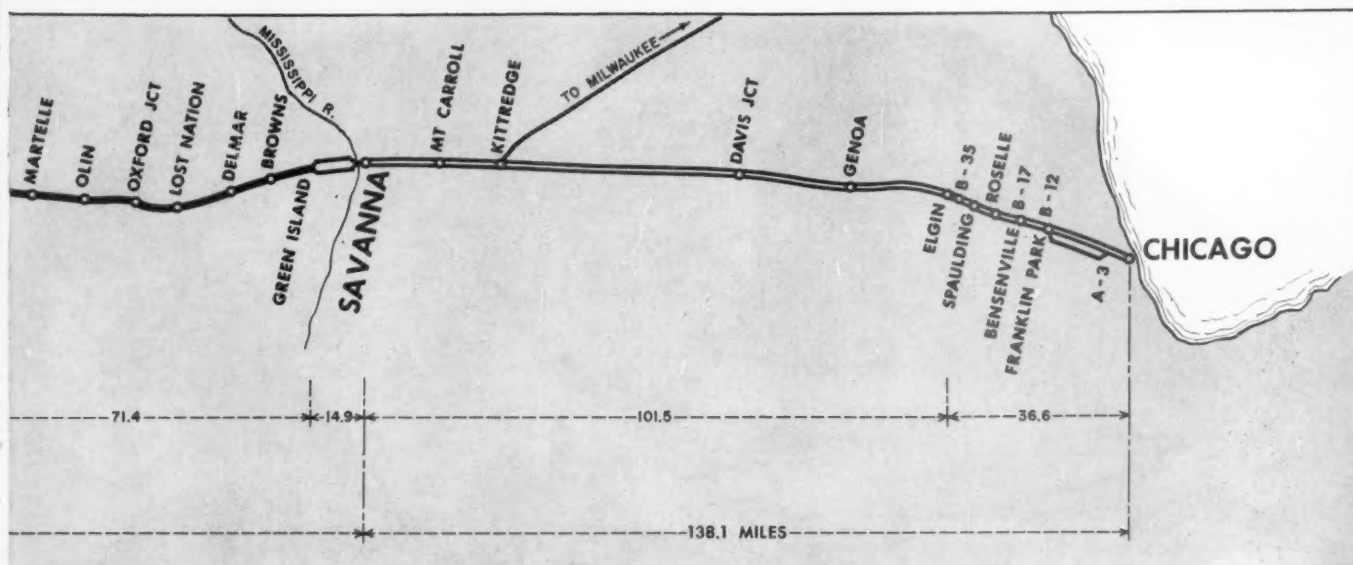
cil Bluffs. All this CTC is controlled by one machine, manipulated by the dispatcher at division headquarters in Perry, Iowa. This CTC, including power switches and train operation by signal indication, is an important contribution toward the success that is being attained in train performance.

More Trains

Prior to the change over, the Milwaukee had operated two passenger trains each way daily on the Chicago-Omaha runs. When the change was made, the Milwaukee night train each way was continued, but the day train each way was combined with the Challenger, operated over the UP between Omaha and Los Angeles. The other trains are the City of San Francisco, City of Los Angeles, City of Denver, and City of Portland. Thus the traffic in 1957 included six passenger trains each way daily. Also the Milwaukee operates 16 suburban trains each way daily between Chicago and Elgin.

Five scheduled time freights are operated each way daily between Chicago and Savanna, and three such trains are operated daily each way between Savanna and Council Bluffs. A second section of one eastward time freight is operated six months each year. Extra trains are operated as required, and local freights are operated on daily schedules on some subdivisions.

To haul the additional traffic, longer trains are being operated. Four diesel units are used on such trains, compared with three units on shorter trains before. Thus, the number of through freights has not increased in as high a proportion as the increase in cars or tonnage. Freight trains are operated at 60 mph maximum



and are powered to maintain this speed except on some grades.

Cars going to or coming from the line to Sioux City are set off or picked up at Manilla. During grain movements or other peaks of traffic from the Sioux City line, extra trains are operated through from Sioux City to Savanna and to Chicago.

The maximum speed for passenger trains is 79 mph. The through trains change crews at Savanna, Marion and Perry. The overall time of the four through trains, either way on the 488 miles between Chicago and Omaha, varies from 8 hr. 5 min. to 8 hr. 15 min. depending on the number of station stops.

The Milwaukee is maintaining an excellent record of on-time train performance. If trains leave Chicago or Omaha behind schedule, the Iowa Division and the Illinois Division can make up a considerable amount of the time late.

Through freight trains with more tonnage, are making the same time as previously, which is about 8 hours either way on the 344 miles between Savanna and Council Bluffs Yard, and about 2 hours 45 min. either way on the 121 miles between Savanna and Bensenville Yard near Chicago.

Because the five westward through passenger trains leave Savanna in the period between 6:44 p. m. and 9:55 p. m. difficulty would be encountered in operating freights either way in this territory, if the CTC were not in service to authorize moves promptly by signal indication, rather than by train orders. For example a typical move is for westbound freight No. 63 to leave Savanna shortly after the second passenger train No. 105, and go 170 miles to the siding at Melbourne to let the two remaining westward passenger trains, 101 and 103 pass.

Westbound time freight No 63 meets all five of the eastbound through passenger trains in the 59 miles of single track between Manilla and Council Bluffs Yards. Also in this section, some of the westbound through passenger trains meet some of the eastward passenger trains.

Consideration is being given to a proposed change from two-track to single-track with three power CTC sidings, on the present section of double-track between Collins and Madrid, 27 miles. This change will provide better flexibility to advance a freight train one or more sidings ahead of a passenger train of the same direction, this being the needed flexibility in this area, rather than a need to meet opposing trains.

The signaling projects and track changes in this change-over program were planned

and constructed by Milwaukee Road forces under the direction of Philip H. Linderth, signal engineer, and under the jurisdiction of Chief Engineer W. G. Powrie and Virgil E. Glosup, assistant chief engineer signals and communications, now promoted to engineer maintenance of way. The major items of signal and CTC equipment installed were furnished by Union Switch and Signal Division of W.A.B. Company.

Design of the carrier control system, as well as the wayside telephone system, was handled by communication forces under the direction of D. L. Wylie, communications engineer. Carrier equipment was supplied by F. W. Lynch Company and telephone equipment by Automatic Electric Company and R. W. Neill Company.

POWER SWITCHES on single track in CTC setup increased capacity on much of the Iowa Division.





OLD LOOK: DRAB AND DIRTY

"This is the way it looked before. Old railroad buildings in general are not very attractive. The colored plastic gives the old shop a new look."

NEW LIGHTING AN ATTRACTION

"An idea of the final result. Building is of red bricks with light blue windows. General appearance of building has improved considerably."



BLUE DAYLIGHT

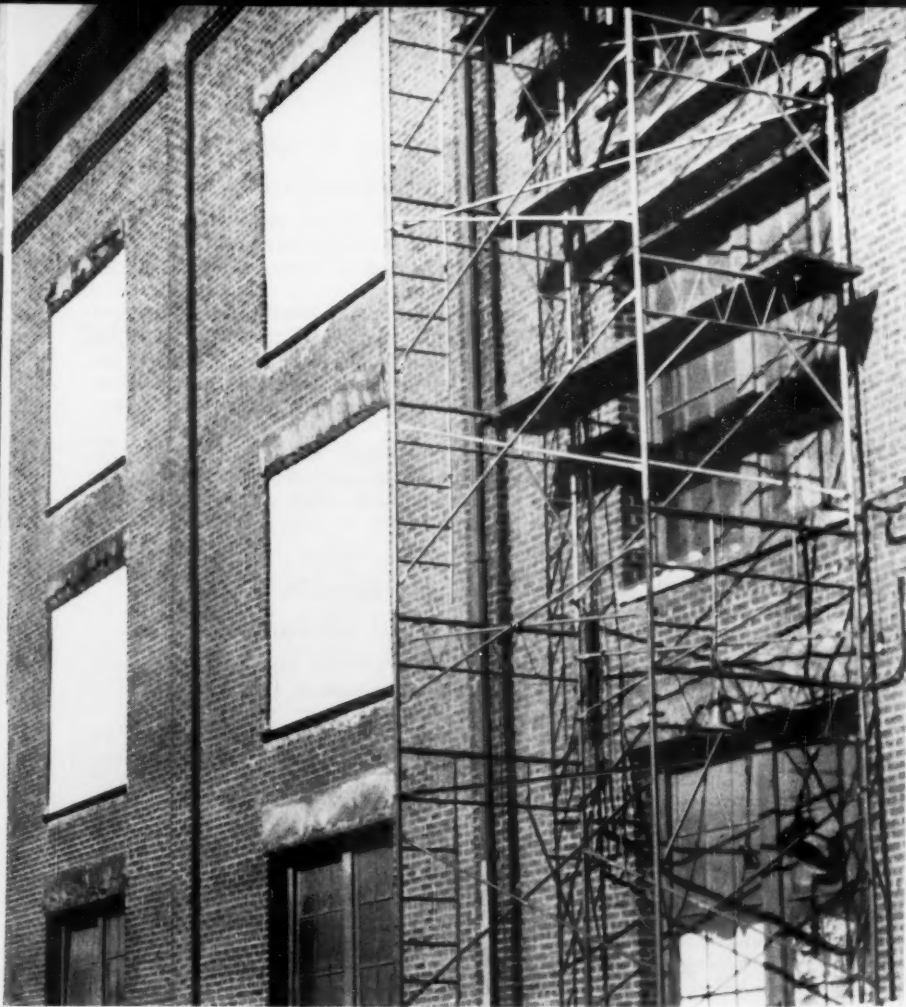
"The blue plastic gives a pleasing light inside—a nice soft daylight quality; hard to describe unless you've seen it, but a very pleasant effect."

Why the CNJ Switched to Plastic Windows

Jersey Central Lines had a problem. The many wood-frame windows needed to light their Elizabethport diesel shop deteriorated and were expensive to replace. What's more, with their high-heat coefficient, they let in heat with the summer sunlight and radiated cold air in winter. Since the windows were not needed for vision or ventilation, Jersey Central engineers solved the problem by replacing glass panes with translucent panels from Barclay Manufacturing. Fireproof and shatterproof, the plastic glazing resists ordinary breakage and should last for years.

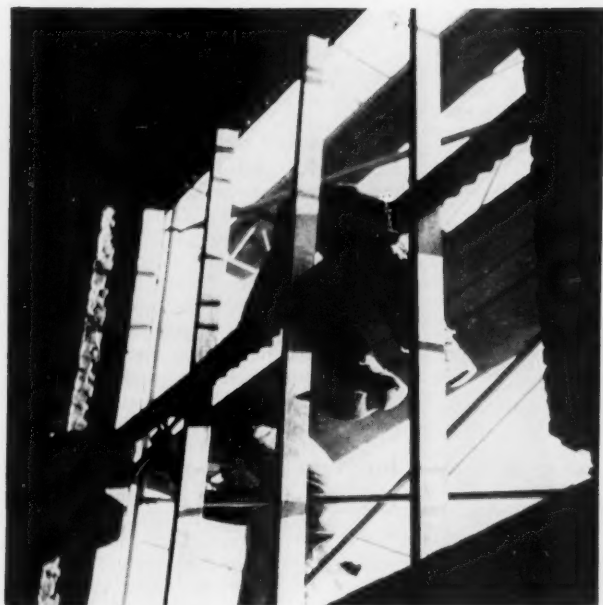
The panels are easy to install. They can be cut with ordinary tinsnips, sawed, drilled or bolted. The side of the Elizabethport shop shown here has a Southeast exposure. For this they chose a blue panel that transmits about 75 per cent of the light that would be available with clean glass. The new panels have a heat coefficient about 64 per cent of glass. Both the light and heat transmitted by the blue panels are diffused.

Picture comments are by B. J. Minetti, chief engineer of Jersey Central, who directed the project.



EASY INSTALLATION

"Equipment used for the job was a pipe-type sectional scaffold. The whole job was handled by the B&B forces. Four men can put up two windows a day. This includes removal of old and installation of new."



RAIN TIGHT

"Corrugated rubber strip is put along the horizontal framework to keep windows weathertight. Sheets are attached by aluminum nails with neoprene washers."



SELF-CLEANING

"Rain beating against the corrugated surfaces keeps them cleaned off. Old glass panes got so dirty they cut out light. Cleaning was always a problem."

(Continued from page 13)

time is the overriding consideration. But this does not, by any means, eliminate railroads from the passenger travel business. It should merely change the emphasis and, perhaps, the character of rail passenger service made available to the public."

Both management and labor can help, he said.

"There is no question but that railroad managements, in general, should do less crying about the plight of their passenger business—and do more positive things to attract, encourage and maintain the right kind of passenger patronage. For another thing, they could confer with their employee representatives, seeking help and cooperation instead of so often treating them as outsiders. In addition, we as employees should be willing to recognize that some of our agreements are outmoded and be willing to give serious consideration to proposed changes."

"Sufficient passenger traffic must be kept

on the rails," Mr. Brown told BLE officers, "so the carriers can break even and thereby maintain the facilities for an emergency."

The brotherhood's top officer suggested several areas of operation for general chairmen and legislative representatives:

- An "educational program" conducted by BLE members and their families on a local level.

- A campaign for adoption of the recommendations in the Cabinet Committee report, "which has been lost in the shuffle."

- Efforts to obtain repeal of the transportation excise taxes.

Members of the BLE, Mr. Brown concluded, "should be at every meeting where these issues can be discussed. Certainly you will want to attend Public Utility Commission hearings where protests on new or proposed cuts may be presented and I am confident you will be prepared to marshal effective arguments against unwarranted, dangerous abandonments."

CGW to Drop PU&D Early This Year

Cancellation of LCL pickup and delivery service is planned by the Chicago Great Western early this year. A steady decline in LCL traffic is the reason for its application to cancel, the road says.

In 1946 CGW handled 124,084 tons of LCL at a gross revenue of \$1,221,784 and paid out \$191,555 for pickup and delivery services. In 1956 this traffic dropped to 32,273 tons with gross revenue of \$387,306, while \$64,870 was paid out in pickup and delivery costs.

The road said, "it was originally anti-

cipated that free pickup and delivery service or the allowance in lieu thereof would keep this traffic on the rails. Actual results have proved to the contrary."

The application, filed with the Western Trunk Line Committee, also provides for cancellation of provisions for substitution of highway vehicles in lieu of trap-car service.

This provision is now applicable at Council Bluffs, Des Moines, Leavenworth, Minneapolis, Minnesota Transfer, St. Paul and Omaha.

Samuel O. Dunn Dies in Chicago

Samuel O. Dunn, chairman emeritus of the Simmons-Boardman Publishing Corporation and editor emeritus of *Railway Age*, died January 4 in Grant Hospital, Chicago.

Mr. Dunn was born in Bloomfield, Iowa, on March 8, 1877. He began learning the printer's trade in Liberal, Kan., at the age of 12. Within seven years he was associate editor of the *Maryville [Mo.] Tribune*. He later was an editorial writer for the *Kansas City [Mo.] Journal* and the *Chicago Tribune*.

In 1907 Mr. Dunn was hired as an associate editor of *Railway Age*. One year later he became managing editor. During the period 1910-1949 Mr. Dunn served as the magazine's western editorial manager, editorial director and editor.

He served also as a vice-president of Simmons-Boardman until 1931, when he was elected chairman of the board and chief executive officer of the company. Mr. Dunn had been chairman emeritus of the firm since 1950.

Mr. Dunn, a prolific writer of magazine articles for his own publication and others,

also wrote three books: *American Transportation Question*; *Government Ownership of Railways*; and *Regulation of Railways*.



Samuel O. Dunn

C&EI Starts Expedited Freight Schedule Plan

Chicago & Eastern Illinois has launched a new fast-freight program with an expedited schedule between Chicago and the Southwest.

President D. O. Mathews said the new schedule, operated in connection with the Missouri-Illinois, will save 24 hours on traffic moving via C&EI to and from points on the Missouri-Illinois and Missouri Pacific.

Mr. Mathews said C&EI's traffic department is also negotiating for faster schedules with other connecting lines to the south.

Volume Rates in '58 Predicted for Tank Cars

Volume tank-car rates may be a major rate development in 1958, Shippers' Car Line President H. J. Leddy thinks.

They're "certain as death and taxes," he said in a look-ahead year-end statement. But he raised the question of "how soon?"

"Based on proposals now being considered by railroads, we estimate that graduated tank-car rates will be sought within 12 months."

Mr. Leddy commented that "shipping by tank car is the only American business activity I can think of in which savings cannot be effected by volume production. The rate is the same down to the decimal point for the man shipping 100,000 gallons and the man shipping 10,000 gallons."

Transcontinental Roads' Research Group Formed

The second of three western rail traffic research committees has begun operations in Chicago.

The group, set up by transcontinental lines operating out of Chicago, will have John E. McGrath, of Northwestern University, as economist. John A. Grygiel, former Santa Fe assistant general freight agent at San Francisco, will be rate analyst.

First research committee to begin work was the mountain-Pacific group in San Francisco (*Railway Age*, Dec. 2, 1957, p. 54). The third organization, based in St. Louis and designated as the southwestern and western trunk line committee, is expected to complete its formation soon.

Interline Piggyback Comes to Florida

The Frisco has expanded its piggyback service to include Pensacola, Fla. A full line of class rates at certain commodity rates has applied between Chicago and Pensacola in Frisco tariff 6358 since December 28.

This will be the first interline piggyback service to a Florida point and the first Chicago-Florida service.

People in the News

ASSOCIATION OF AMERICAN RAILROADS.—William H. Keller, assistant vice-president, operations and maintenance department, Chicago, elected vice-president—research to direct AAR research activities relating to the engineering, mechanical and electrical fields.

Walter L. Harvey, district manager, Car Service Division, Chicago, appointed manager, Railroad Relations Section, Washington, D.C., succeeding Eugene W. Coughlin, who retired December 31, 1957. Adler E. Highland, Jr., assistant to manager, Military Transportation Section, named district manager, Seattle, Wash., succeeding Gordon G. Schwinn, who replaces Mr. Harvey at Chicago.

Fred Peronto, secretary, Mechanical Division, Chicago, appointed executive vice-chairman of the division. He has been succeeded by Frank H. Stremmel, assistant to secretary.

James N. Sites appointed manager of the combined News Service and Information Section of the AAR at Washington, D.C., and Eual H. Thornton appointed associate manager. Mr. Sites was associate editor of Whaley-Eaton Newsletters, published in Washington, D.C. Mr. Thornton has been with the AAR Public Relations Department since January 1949.

ATLANTIC COAST LINE.—J. W. Plant, general superintendent, Western division, Atlanta, Ga., named general superintendent—special studies, Jacksonville, Fla., and his former position abolished. Office of superintendent, Manchester, Ga., held by B. B. Vaughan, transferred to Atlanta. Mr. Vaughan will report direct to general manager.

E. B. O'Kelley, general agricultural and livestock agent, Jacksonville, Fla., and V. W. Lewis, manager agricultural and livestock development, Wilmington, N.C., retired January 1.

Philip J. Lee, executive general agent, Tampa district, promoted to assistant vice-president, Tampa, Fla.

The ACL Insurance Department has been established as a separate department in charge of W. J. Mathias, superintendent of insurance, Wilmington.



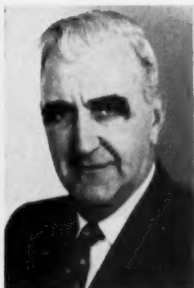
William H. Keller
AAR



George F. Buckingham
CPR



Charles D. Edsforth
CPR



James M. Roberts
CPR

BALTIMORE & OHIO.—Dan Moorman, special representative at Washington, D.C., who served as general passenger agent from 1934 to 1955, retired December 31, 1957.

BITUMINOUS COAL RESEARCH, INC.—Dr. Harold J. Rose, vice-president, named vice-president and consultant, effective January 1, 1958. James R. Garvey, assistant director of research in charge of the Columbus, Ohio, laboratory, promoted to director of research. John W. Igoo, assistant director—administration, promoted to director of administration. The coal industry has decided to establish, in Pittsburgh, a bituminous coal research center which would consolidate the coal industry's cooperative research activities now conducted in Columbus, Washington, D.C., and Pittsburgh, Pa.

BOSTON & MAINE.—Paul C. Dunn, superintendent locomotive maintenance, Boston, promoted to assistant general mechanical superintendent on November 1, and his former position abolished.

BUREAU OF INFORMATION OF THE EASTERN RAILWAYS.—W. S. Macgill, counsel, New York, appointed executive secretary, succeeding H. E. Jones, retired. A. A. Muntz, chief examiner, appointed secretary-treasurer, succeeding T. O. Taylor, retired.

BURLINGTON.—O. O. Waggener, assistant director of industrial and agricultural development, appointed director of industrial and agricultural development, Chicago, succeeding J. B. Lamson, retired.

A. G. Hammond, Jr., traveling freight agent, San Francisco, named general agent, Tulsa, Okla., to succeed M. H. McCrossen, transferred to New Orleans, to replace F. J. Petagna, retired.

John W. Fletcher, general freight agent, New York, retired January 1.

CANADIAN NATIONAL.—G. Herbert Lash, assistant to president, Montreal, and George S. Cowie, treasurer there, retired December 31, 1957.

Walter Smith, assistant executive representative, appointed executive representative, Ottawa, Ont., with responsibility for both passenger traffic and public relations functions.

Walter D. McPherson, regional employee relations officer, Winnipeg, Man., appointed general superintendent of transportation, Western region. Colin D. Cameron, assistant general superintendent of car equipment, Western region, Winnipeg, succeeds Mr. McPherson.

J. F. Davidson appointed assistant to chief engineer, Montreal.

J. W. Druhan, assistant superintendent, Fredericton, N.B., transferred to Halifax, N.S., succeeding J. G. Davis, promoted to terminal superintendent, St. John, N.B. J. L. Teed, trainmaster, Napadogan, N.B., succeeds Mr. Druhan.

Anthony Kuhr named manager, Canadian National Telegraphs, Montreal.

Edgar J. Denyar, assistant treasurer, appointed treasurer, Montreal, succeeding Mr. Cowie.

Arthur B. Hopper, accounting analyst, CNR, Montreal, and auditor of the Central Vermont, retired December 31, 1957.

R. F. Weir, assistant bridge engineer, Central region, Toronto, Ont., appointed bridge engineer, Atlantic region, Moncton, N.B., succeeding R. G. Maughan, promoted.

CANADIAN PACIFIC.—George F. Buckingham, general traffic manager, Montreal, appointed vice-president, traffic, there, succeeding C. E. Jefferson, who retired December 31, 1957. Charles D. Edsforth, assistant general traffic manager, Montreal, succeeds Mr. Buckingham. James M. Roberts, assistant to general traffic manager, succeeds Mr. Edsforth and his former position abolished. N. F. Cowie, assistant freight traffic manager, Prairie region, Winnipeg, Man., ap-



Edgar J. Denyar
CNR



Owen Clarke
C&O

pointed assistant freight traffic manager—system, rates and divisions, Montreal. J. Swinerton named general freight agent, Montreal, with supervision over Quebec and New Brunswick districts, replacing C. S. Doupe, who succeeds Mr. Cowie. E. M. Scully, assistant general freight agent (rates) Montreal, appointed general freight agent, rates and divisions, Eastern region, Montreal.

Hugh P. Millar, manager of purchases and stores, Montreal, appointed vice-president of purchases and stores, succeeding B. W. Roberts, who retired December 31.

M. D. MacNair, special assistant, highway services, appointed sales manager, Piggyback Services, Montreal.

H. C. P. Cresswell, chief commissioner, Department of Immigration and Colonization, Montreal, retired December 31, and functions of that department and those of general agricultural agents in Toronto and Winnipeg, have been coordinated in one department under the name, Department of Immigration and Agricultural Development. Frank E. Wolff, general agricultural agent, Eastern region, Toronto, named manager of the new department at Montreal.

CHESAPEAKE & OHIO.—Owen Clarke, who recently resigned as chairman of the Interstate Commerce Commission (Ry. Age, Jan. 6, p. 36), will join the C&O as a vice-president in Cleveland. Mr. Clarke, 44, was appointed a member of the ICC in 1953.

E. T. Smith appointed trainmaster, Peach Creek, W. Va., succeeding T. H. Paul, retired. L. P. Fussinger named terminal trainmaster, Columbus, Ohio, succeeding H. P. Keenan, retired.

William Henschell, Jr., appointed assistant to regional manager, Northern region, Detroit.

Don McLure, a reporter for the "Akron (Ohio) Beacon Journal" has joined the C&O as assistant editor of "Tracks," C&O magazine.

R. J. Hall appointed general agent, Indianapolis, succeeding Frank Z. Sims, who retired December 31, 1957.

CHICAGO & EASTERN ILLINOIS.—W. H. Rogers appointed industrial agent, Chicago.

CHICAGO SOUTH SHORE & SOUTH BEND.—D. E. Ferner, acting general manager, elected vice-president and general manager.

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David H. Wallace, general agent, Phoenix, Ariz., transferred to Pittsburgh, to succeed the late I. G. Hodil. Louis F. Pate, general agent, Los Angeles, named to replace Mr. Wallace, and is succeeded by John W. Shaffer, commercial agent, Los Angeles.

DELAWARE & HUDSON.—Charles C. Weller elected assistant treasurer, New York.

(Continued on page 32)

(Continued from page 13)

time is the overriding consideration. But this does not, by any means, eliminate railroads from the passenger travel business. It should merely change the emphasis and, perhaps, the character of rail passenger service made available to the public."

Both management and labor can help, he said.

"There is no question but that railroad managements, in general, should do less crying about the plight of their passenger business—and do more positive things to attract, encourage and maintain the right kind of passenger patronage. For another thing, they could confer with their employee representatives, seeking help and cooperation instead of so often treating them as outsiders. In addition, we as employees should be willing to recognize that some of our agreements are outmoded and be willing to give serious consideration to proposed changes."

"Sufficient passenger traffic must be kept

on the rails," Mr. Brown told BLE officers, "so the carriers can break even and thereby maintain the facilities for an emergency."

The brotherhood's top officer suggested several areas of operation for general chairmen and legislative representatives:

- An "educational program" conducted by BLE members and their families on a local level.

- A campaign for adoption of the recommendations in the Cabinet Committee report, "which has been lost in the shuffle."

- Efforts to obtain repeal of the transportation excise taxes.

Members of the BLE, Mr. Brown concluded, "should be at every meeting where these issues can be discussed. Certainly you will want to attend Public Utility Commission hearings where protests on new or proposed cuts may be presented and I am confident you will be prepared to marshal effective arguments against unwarranted, dangerous abandonments."

CGW to Drop PU&D Early This Year

Cancellation of LCL pickup and delivery service is planned by the Chicago Great Western early this year. A steady decline in LCL traffic is the reason for its application to cancel, the road says.

In 1946 CGW handled 124,084 tons of LCL at a gross revenue of \$1,221,784 and paid out \$191,555 for pickup and delivery services. In 1956 this traffic dropped to 32,273 tons with gross revenue of \$387,306, while \$64,870 was paid out in pickup and delivery costs.

The road said, "it was originally anti-

cipated that free pickup and delivery service or the allowance in lieu thereof would keep this traffic on the rails. Actual results have proved to the contrary."

The application, filed with the Western Trunk Line Committee, also provides for cancellation of provisions for substitution of highway vehicles in lieu of trap-car service.

This provision is now applicable at Council Bluffs, Des Moines, Leavenworth, Minneapolis, Minnesota Transfer, St. Paul and Omaha.

Samuel O. Dunn Dies in Chicago

Samuel O. Dunn, chairman emeritus of the Simmons-Boardman Publishing Corporation and editor emeritus of *Railway Age*, died January 4 in Grant Hospital, Chicago.

Mr. Dunn was born in Bloomfield, Iowa, on March 8, 1877. He began learning the printer's trade in Liberal, Kan., at the age of 12. Within seven years he was associate editor of the *Maryville [Mo.] Tribune*. He later was an editorial writer for the *Kansas City [Mo.] Journal* and the *Chicago Tribune*.

In 1907 Mr. Dunn was hired as an associate editor of *Railway Age*. One year later he became managing editor. During the period 1910-1949 Mr. Dunn served as the magazine's western editorial manager, editorial director and editor.

He served also as a vice-president of Simmons-Boardman until 1931, when he was elected chairman of the board and chief executive officer of the company. Mr. Dunn had been chairman emeritus of the firm since 1950.

Mr. Dunn, a prolific writer of magazine articles for his own publication and others,

also wrote three books: *American Transportation Question*; *Government Ownership of Railways*; and *Regulation of Railways*.



Samuel O. Dunn

C&EI Starts Expedited Freight Schedule Plan

Chicago & Eastern Illinois has launched a new fast-freight program with an expedited schedule between Chicago and the Southwest.

President D. O. Mathews said the new schedule, operated in connection with the Missouri-Illinois, will save 24 hours on traffic moving via C&EI to and from points on the Missouri-Illinois and Missouri Pacific.

Mr. Mathews said C&EI's traffic department is also negotiating for faster schedules with other connecting lines to the south.

Volume Rates in '58 Predicted for Tank Cars

Volume tank-car rates may be a major rate development in 1958, Shippers' Car Line President H. J. Leddy thinks.

They're "certain as death and taxes," he said in a look-ahead year-end statement. But he raised the question of "how soon?"

"Based on proposals now being considered by railroads, we estimate that graduated tank-car rates will be sought within 12 months."

Mr. Leddy commented that "shipping by tank car is the only American business activity I can think of in which savings cannot be effected by volume production. The rate is the same down to the decimal point for the man shipping 100,000 gallons and the man shipping 10,000 gallons."

Transcontinental Roads' Research Group Formed

The second of three western rail traffic research committees has begun operations in Chicago.

The group, set up by transcontinental lines operating out of Chicago, will have John E. McGrath, of Northwestern University, as economist. John A. Grygiel, former Santa Fe assistant general freight agent at San Francisco, will be rate analyst.

First research committee to begin work was the mountain-Pacific group in San Francisco (*Railway Age*, Dec. 2, 1957, p. 54). The third organization, based in St. Louis and designated as the southwestern and western trunk line committee, is expected to complete its formation soon.

Interline Piggyback Comes to Florida

The Frisco has expanded its piggyback service to include Pensacola, Fla. A full line of class rates at certain commodity rates has applied between Chicago and Pensacola in Frisco tariff 6358 since December 28.

This will be the first interline piggyback service to a Florida point and the first Chicago-Florida service.

People in the News

ASSOCIATION OF AMERICAN RAILROADS.—William H. Keller, assistant vice-president, operations and maintenance department, Chicago, elected vice-president—research to direct AAR research activities relating to the engineering, mechanical and electrical fields.

Walter L. Harvey, district manager, Car Service Division, Chicago, appointed manager, Railroad Relations Section, Washington, D.C., succeeding **Eugene W. Coughlin**, who retired December 31, 1957. **Adler E. Highland, Jr.**, assistant to manager, Military Transportation Section, named district manager, Seattle, Wash., succeeding **Gordon G. Schwinn**, who replaces Mr. Harvey at Chicago.

Fred Peronto, secretary, Mechanical Division, Chicago, appointed executive vice-chairman of the division. He has been succeeded by **Frank H. Stremmel**, assistant to secretary.

James N. Sites appointed manager of the combined News Service and Information Section of the AAR at Washington, D.C., and **Eual H. Thornton** appointed associate manager. Mr. Sites was associate editor of *Whaley-Eaton Newsletters*, published in Washington, D.C. Mr. Thornton has been with the AAR Public Relations Department since January 1949.

ATLANTIC COAST LINE.—**J. W. Plant**, general superintendent, Western division, Atlanta, Ga., named general superintendent—special studies, Jacksonville, Fla., and his former position abolished. Office of superintendent, Manchester, Ga., held by **B. B. Vaughan**, transferred to Atlanta. Mr. Vaughan will report direct to general manager.

E. B. O'Kelley, general agricultural and livestock agent, Jacksonville, Fla., and **V. W. Lewis**, manager agricultural and livestock development, Wilmington, N.C., retired January 1.

Philip J. Lee, executive general agent, Tampa district, promoted to assistant vice-president, Tampa, Fla.

The ACL Insurance Department has been established as a separate department in charge of **W. J. Mathias**, superintendent of insurance, Wilmington.



William H. Keller
AAR



George F. Buckingham
CPR



Charles D. Edsforth
CPR



James M. Roberts
CPR

BALTIMORE & OHIO.—**Dan Moorman**, special representative at Washington, D.C., who served as general passenger agent from 1934 to 1955, retired December 31, 1957.

BITUMINOUS COAL RESEARCH, INC.—**Dr. Harold J. Rose**, vice-president, named vice-president and consultant, effective January 1, 1958. **James R. Garvey**, assistant director of research in charge of the Columbus, Ohio, laboratory, promoted to director of research. **John W. Igoo**, assistant director—administration, promoted to director of administration. The coal industry has decided to establish, in Pittsburgh, a bituminous coal research center which would consolidate the coal industry's cooperative research activities now conducted in Columbus, Washington, D.C., and Pittsburgh, Pa.

BOSTON & MAINE.—**Paul C. Dunn**, superintendent locomotive maintenance, Boston, promoted to assistant general mechanical superintendent on November 1, and his former position abolished.

BUREAU OF INFORMATION OF THE EASTERN RAILWAYS.—**W. S. Macgill**, counsel, New York, appointed executive secretary, succeeding **H. E. Jones**, retired. **A. A. Muntz**, chief examiner, appointed secretary-treasurer, succeeding **T. O. Taylor**, retired.

BURLINGTON.—**O. O. Waggener**, assistant director of industrial and agricultural development, appointed director of industrial and agricultural development, Chicago, succeeding **J. B. Lamson**, retired.

A. G. Hammond, Jr., traveling freight agent, San Francisco, named general agent, Tulsa, Okla., to succeed **M. H. McCrossen**, transferred to New Orleans, to replace **F. J. Patagna**, retired. **John W. Fletcher**, general freight agent, New York, retired January 1.

CANADIAN NATIONAL.—**G. Herbert Lash**, assistant to president, Montreal, and **George S. Cowie**, treasurer there, retired December 31, 1957.

Walter Smith, assistant executive representative, appointed executive representative, Ottawa, Ont., with responsibility for both passenger traffic and public relations functions.

Walter D. McPherson, regional employee relations officer, Winnipeg, Man., appointed general superintendent of transportation, Western region. **Colin D. Cameron**, assistant general superintendent of car equipment, Western region, Winnipeg, succeeds Mr. McPherson.

J. F. Davidson appointed assistant to chief engineer, Montreal.

J. W. Druhan, assistant superintendent, Fredrickton, N.B., transferred to Halifax, N.S., succeeding **J. G. Davis**, promoted to terminal superintendent, St. John, N.B. **J. L. Teed**, trainmaster, Napadogan, N.B., succeeds Mr. Druhan.

Anthony Kuhr named manager, Canadian National Telegraphs, Montreal.

Edgar J. Denyar, assistant treasurer, appointed treasurer, Montreal, succeeding Mr. Cowie.

Arthur B. Hopper, accounting analyst, CNR, Montreal, and auditor of the *Central Vermont*, retired December 31, 1957.

R. F. Weir, assistant bridge engineer, Central region, Toronto, Ont., appointed bridge engineer, Atlantic region, Moncton, N.B., succeeding **R. G. Maughan**, promoted

CANADIAN PACIFIC.—**George F. Buckingham**, general traffic manager, Montreal, appointed vice-president, traffic, there, succeeding **C. E. Jefferson**, who retired December 31, 1957. **Charles D. Edsforth**, assistant general traffic manager, Montreal, succeeds Mr. Buckingham. **James M. Roberts**, assistant to general traffic manager, succeeds Mr. Edsforth and his former position abolished. **N. F. Cowie**, assistant freight traffic manager, Prairie region, Winnipeg, Man., ap-



Edgar J. Denyar
CNR



Owen Clarke
C&O

pointed assistant freight traffic manager—system, rates and divisions, Montreal. **J. Swinerton** named general freight agent, Montreal, with supervision over Quebec and New Brunswick districts, replacing **C. S. Doupe**, who succeeds Mr. Cowie. **E. M. Scully**, assistant general freight agent (rates) Montreal, appointed general freight agent, rates and divisions, Eastern region, Montreal.

Hugh P. Millar, manager of purchases and stores, Montreal, appointed vice-president of purchases and stores, succeeding **B. W. Roberts**, who retired December 31.

M. D. MacNair, special assistant, highway services, appointed sales manager, Piggyback Services, Montreal.

H. C. P. Cresswell, chief commissioner, Department of Immigration and Colonization, Montreal, retired December 31, and functions of that department and those of general agricultural agents in Toronto and Winnipeg, have been coordinated in one department under the name, Department of Immigration and Agricultural Development. **Frank E. Wolff**, general agricultural agent, Eastern region, Toronto, named manager of the new department at Montreal.

CHESAPEAKE & OHIO.—**Owen Clarke**, who recently resigned as chairman of the Interstate Commerce Commission (Ry. Age, Jan. 6, p. 36), will join the C&O as a vice-president in Cleveland. Mr. Clarke, 44, was appointed a member of the ICC in 1953.

E. T. Smith appointed trainmaster, Peach Creek, W. Va., succeeding **T. H. Paul**, retired. **L. P. Fussinger** named terminal trainmaster, Columbus, Ohio, succeeding **H. P. Keenan**, retired.

William Henschell, Jr., appointed assistant to regional manager, Northern region, Detroit.

Don McLure, a reporter for the "Akron (Ohio) Beacon Journal" has joined the C&O as assistant editor of "Tracks," C&O magazine.

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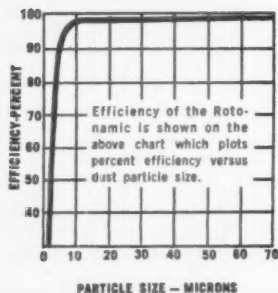
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DELAWARE & HUDSON.—**Charles C. Weller** elected assistant treasurer, New York.
(Continued on page 32)

FACTS YOU HAVEN'T BEEN TOLD ABOUT DIESEL AIR FILTERS!



Farr ROTONAMICS reduce engine wear.

Farr ROTONAMIC air cleaners deliver continuously high efficiency and *assure less engine wear* because they offer a greater safety factor even in the most severe dust conditions... assure maximum protection for the engine... eliminate excessive wear which occurs when scheduled filter maintenance is delayed.



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Farr ROTONAMICS will perform at top efficiency, with minimum attention and virtually no maintenance, for long periods of time... over 2 years or over 700,000 miles, by actual on-the-job testing. Records kept by users reveal that savings from reduced maintenance costs more than pay for ROTONAMIC installations in a short time.



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More than 3,500 diesel locomotives are equipped with ROTONAMICS... serving over 50 different railroads. ROTONAMICS are basic optional equipment with the locomotive manufacturers and can be obtained on new locomotives by specification. Conversion kits for field replacement are available for all makes and most models in the 900 through 2400 HP range. ROTONAMIC panels can replace present 4" thick panel filters.

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MARKET OUTLOOK *at a glance*

Carloadings Rise 15.1% in Week

Loadings of revenue freight in the holiday week ended January 4 totaled 471,749 cars, the Association of American Railroads announced on January 9. This was an increase of 61,727 cars, or 15.1%, compared with the previous holiday week; a decrease of 89,452 cars, or 15.9%, compared with the corresponding week last year; and a decrease of 139,550 cars, or 22.8%, with the equivalent 1956 week.

Loadings of revenue freight for the week ended December 28 totaled 410,022 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS			
For the week ended Saturday, December 28			
District	1957	1956	1955
Eastern	63,968	85,076	98,222
Alleghany	74,712	102,499	117,302
Pacahontas	29,679	31,428	49,405
Southern	73,484	79,321	102,831
Northwestern	48,408	58,548	62,015
Central Western	83,288	91,372	94,543
Southwestern	36,483	39,302	46,094
Total Western Districts	168,179	189,222	202,652
Total All Roads	410,022	487,546	570,412
Commodities:			
Grain and grain products	40,175	40,179	37,213
Livestock	3,588	4,404	5,834
Coal	80,585	79,188	123,806
Coke	6,433	12,176	14,157
Forest Products	21,967	24,159	30,988
Ore	12,450	18,990	15,122
Merchandise i.c.l.	34,868	40,713	46,073
Miscellaneous	209,956	267,737	297,219
December 28	410,022	487,546	570,412
December 21	390,343	698,424	667,479
December 14	603,036	716,562	709,132
December 7	617,838	738,251	721,518
November 30	553,722	752,146	723,786

Cumulative total,
52 weeks ... 35,500,167 37,844,828 37,636,031

IN CANADA.—Carloadings for the seven-day period ended December 21 totaled 65,145 cars, compared with 70,194 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
December 21, 1957 ..	65,145	27,687
December 21, 1956 ..	77,269	33,653
Cumulative Totals:		
December 21, 1957 ..	3,971,343	1,587,084
December 21, 1956 ..	4,327,604	1,701,549

New Equipment

FREIGHT-TRAIN CARS

► **7,142 Cars Delivered in November '57.**—New freight cars delivered in November 1957 totaled 7,142, compared with 8,295 in the preceding month and 6,695 in November 1956, ARCI and AAR report; freight cars ordered in November 1957 totaled 1,070, compared with 2,206 in October 1957 and 4,172 in November 1956; freight cars on order December 1, 1957, totaled 59,194, compared with 65,718 a month earlier and 119,626 on December 1, 1956.

Type	Ordered Nov. '57	Delivered Nov. '57	On Order Dec. 1, '57
Box—Plain	483	2,459	14,415
Box—Auto	0	0	500
Flat	7	70	2,607
Gondola	204	1,249	12,079
Hopper	0	1,791	19,564
Covered Hopper	58	648	3,846
Refrigerator	250	242	1,940
Tank	68	515	3,843
Caboose	0	7	114
Other	0	161	286
	1,070	7,142	59,194
Car Builders	957	3,915	24,398
Company Shops	113	3,227	34,796

► **Repair Ratio Higher.**—Class I roads on December 1 owned 39,705 more freight cars than on same 1956 date, AAR report summarized below shows; repair ratio was 1% higher than a year ago.

	Dec. 1, 1957	Dec. 1, 1956	Change
Car ownership	1,744,645	1,704,940	+39,705
Waiting repairs	87,933	68,103	+19,830
Repair ratio	5.0%	4.0%	+1.0%

LOCOMOTIVES

► **East Africa to Buy 20 Diesels.**—Bids soon may be requested from U.S. manufacturers for supply of 20 diesel locomotives for East African Railways and Harbours, says Foreign Commerce Weekly; 10 units would be about 2,000 hp, and 10 would be 1,100 to 1,400 hp; timing of bids depends upon availability of further loan funds.

PASSENGER-TRAIN CARS

► **New York Central.**—Ordered 22 80-ft Flexi-Van flat cars from Strick Trailers for use in mail service on passenger trains; delivery scheduled to start in 60 days.

New Facilities

► **Atchison, Topeka & Santa Fe.**—Has begun installation of 60-mile microwave system between Topeka, Kan., and Argentine (Kansas City); equipment furnished by Motorola, Inc., has six channels of multiplex—two for teleprinter and telegraph, and four for voice circuits; two straight-through repeaters will be used, each having its own 100-ft tower; system will follow general route of Santa Fe main line.

People in the News

(Continued from page 29)

DENVER & RIO GRANDE WESTERN.—Henry J. Rigort, traffic manager, Salt Lake City, appointed executive representative there. He is succeeded by J. K. Speight, general agent, San Francisco. Alfred A. Bolton, assistant western traffic manager, promoted to traffic manager, San Francisco. O. V. Howard, district freight and passenger agent, Los Angeles, named general agent there, replacing Robert E. Davis, advanced to general freight agent, Denver. W. C. Craig appointed district freight agent, Los Angeles. Francis D. Lucas and Martin W. Weldon, district freight and passenger agents, named general agents, with headquarters as before at San Jose and Stockton, Cal., respectively.

FEDERATION FOR RAILWAY PROGRESS.—Railway Progress, monthly magazine published by FRP, has opened a new office at 1737 De Sales street, N.W., Washington 6, D.C.

FLORIDA EAST COAST.—S. C. King, general storekeeper, St. Augustine, Fla., retired January 1, and that position abolished. John Lembach, purchasing agent, appointed manager purchases and stores, St. Augustine. F. A. Leeker and L. W. Flynt appointed assistant managers purchases and stores.

GREAT NORTHERN.—Miles B. Crowley, master mechanic, Cascade division, Seattle, appointed superintendent of motive power, St. Paul, to succeed James H. Heron, named chief mechanical officer (Railway Age, Dec. 23, 1957, p. 39).

Victor Z. Clarke, traveling freight agent, St. Paul, named general livestock agent, to succeed the late Roscoe C. Dudley.

ILLINOIS TERMINAL.—Arthur K. Atkinson elected chairman of the board and chief executive officer, and Fred L. Dennis elected president and general manager.

LEHIGH VALLEY.—Carl W. Baker, superintendent, New York division, Jersey City, N.J., elected vice-president—operations and maintenance, New York, succeeding James J. Swift, who was relieved of active duties in December 18, at his request, but will continue in a consulting capacity. Andrew J. Ferentz, assistant superintendent of motive power, Sayre, Pa., promoted to succeed Mr. Baker.



Miles B. Crowley
GN



Carl W. Baker
LV



Thomas F. Kustes
LI



Douglass Campbell
NYC



Edwin R. Eckersall
Milwaukee



E. O. Schiewe
Milwaukee

LONG ISLAND.—Thomas F. Kustes, acting manager of personnel, named manager of personnel, Jamaica, N.Y.

MACON, DUBLIN & SAVANNAH.—F. C. Cheney, executive vice-president, Macon, Ga., retired December 31, 1957.

MILWAUKEE.—Edwin R. Eckersall, general solicitor, elected vice-president and general counsel, to succeed William J. Quinn, elected president (Railway Age, Nov. 11, 1957, p. 7). E. O. Schiewe, assistant general counsel, elected general solicitor, to replace Mr. Eckersall.

NEW YORK CENTRAL.—Douglass Campbell, executive representative at Buffalo, N.Y., appointed vice-president, Chicago, succeeding Dwight A. Fawcett, retired.

J. A. Hawley, assistant division engineer, Indianapolis, Ind., appointed assistant district engineer structures there, succeeding J. M. Gilmore, promoted.

Edward H. Churchill, assistant to vice-president, Washington, D.C., appointed freight sales manager, Chicago. Philip L. Gilmer, district freight sales manager, Watertown, N.Y., succeeds Mr. Churchill at Washington.

Supply Trade

Robert B. Keane, regional news editor of Railway Age at New York, has been appointed feature editor. Mr. Keane joined the Railway Age staff in Washington, D.C., in August 1954, and was transferred to New York a year later. A graduate of Union College, Schenectady, N.Y., Mr. Keane's prior experience includes three years as reporter with the Mt. Vernon, N.Y., "Daily Argus."

Ralph M. Schmidt, associate engineering editor of Railway Age, has been appointed editor of Railway Purchases & Stores. Simmons-Boardman Publishing Corporation, publishers of Railway Age, purchased RP&S in December 1957. Mr. Schmidt, a graduate of Purdue University, joined Simmons-Boardman in January 1952, after service with the Illinois Central. As editor of RP&S his headquarters will be at 9 South Clinton street, Chicago.

R. F. Herrold has been appointed eastern sales manager, Transportation Division, Adams & Westlake Company, succeeding F. C. Rauch, retired.

Lloyd C. Fitzgerald, assistant manager of sales, U. S. Steel Supply Division of United States Steel Corporation, Chicago, has been appointed manager of sales, Chicago district, succeeding Donnell W. Newman, resigned.

Westinghouse Air Brake Company has announced the appointment of Paul I. Birchard, vice-president, to the president's staff on special assignment, at Pittsburgh. He will assist in coordination and integration of the company's various divisions and subsidiaries. Mr. Birchard has been vice-president and general manager of

the LeRoi Division, Milwaukee, and is succeeded as general manager of that division by Frank J. Zielsdorf, staff assistant.

Thor Power Tool Company has announced the following appointments: William J. McGraw, general sales manager; Walter G. Mitchell, general manager of product development; Milton E. Slater, sales manager of farm and ranch division. Clarence B. Bergren, Milwaukee branch manager, has been named manager of Thor electric and SpeedTool sales.

James A. Mustard, Jr., has been appointed general sales manager of Edison Storage Battery Division, Thomas A. Edison Industries, at West Orange, N.J. He was formerly regional sales manager for the Chicago and St. Louis districts, at Chicago.

Eldorado Manufacturing Corporation, Eldorado, Ill., has been formed to do a variety of reclamation work, including power assembly units for railroads. Metallizing and chrome plating processes are used. Kenneth G. Douglas is president and Vernon J. Boudreau, vice-president-sales. Mr. Douglas was formerly sales manager and Mr. Boudreau manufacturer's representative for the Parts Processing Corporation, Battle Creek, Mich.

Barrett Division, Allied Chemical & Dye Corporation has appointed V. C. Oiley as director of sales, industrial tar products and paving materials. He has been manager of industrial tar products sales and is succeeded in that position by P. B. Mayfield.

Charles J. Petry, formerly division superintendent of the steelworks, American Steel and Wire Division of United States Steel Corporation, Worcester, Mass., has been appointed assistant to the chairman of Acme Steel Company, Chicago.

Lewis H. Warheit has been appointed manager of works of the Butler, Pa., freight car plant of Pullman-Standard Car Manufacturing Company, to succeed Harry S. Hagan, retired. Mr. Warheit began his carbuilding career with Pullman-Standard in 1936.

Howard Lillejord has joined the freight liner sales organization of Archer-Daniels-Midland Company, Minneapolis, as a sales representative.

T-Z Railway Equipment Company has appointed Richard R. Jenkins and James G. Eliasek to represent it in the Southeast United States.



William J. McGraw



Kenneth G. Douglas



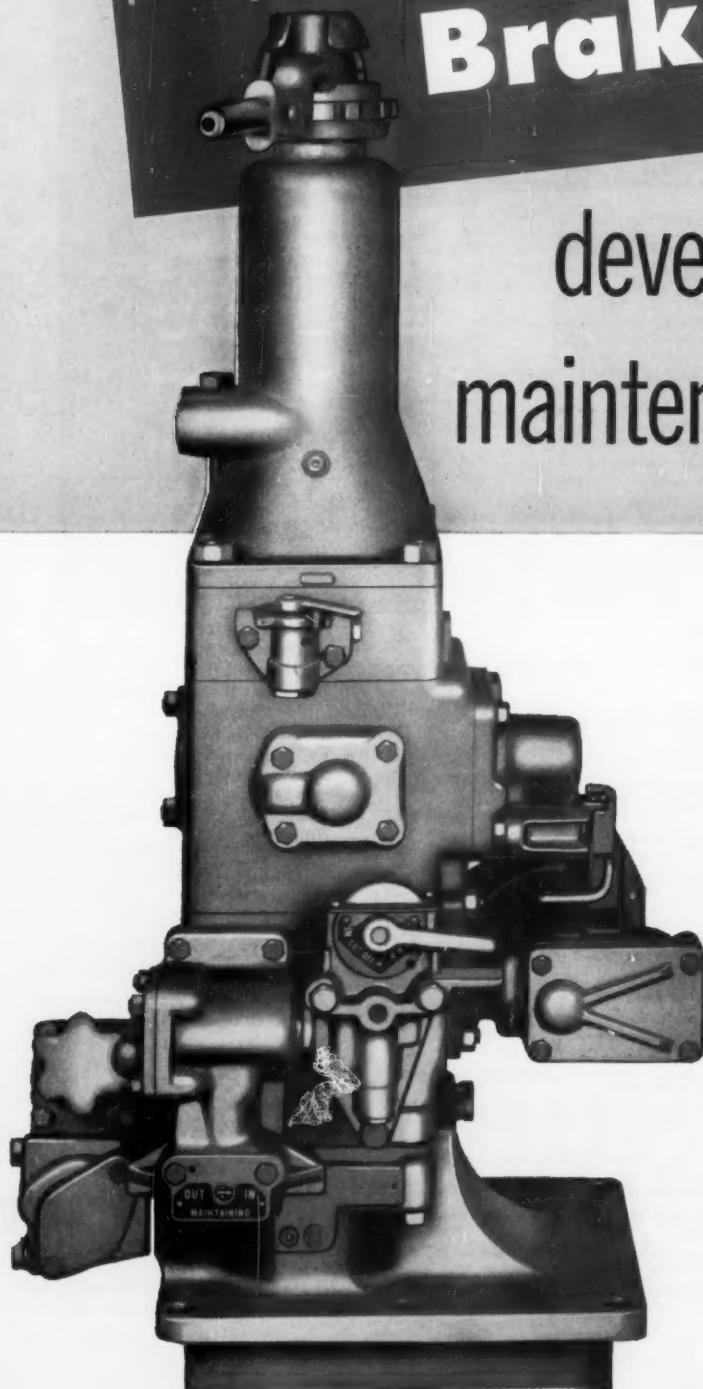
James A. Mustard, Jr.



V. C. Oiley

DS-24-M Brake Valve

develops outstanding
maintenance economies




THE Brake Pipe Pressure Maintaining Feature provides more uniform distribution of braking throughout the train. It develops these outstanding maintenance economies—

1. Less rigging maintenance and fewer damaged brake heads.
2. More uniform brake shoe wear.
3. Reduced wheel damage from overheating at front end of train.

These economies can be realized on 24-RL Brake Valves now in service by substituting a Conversion Filling Piece for the existing filling piece.

Write for our Circular Notice No. 1130 which gives complete details.

**Westinghouse Air Brake
COMPANY**

AIR BRAKE DIVISION  WILMERDING, PENNA.

Facts & Figures at a glance

October Accident Report

The ICC has issued its Bureau of Transport Economics and Statistics' preliminary summary of railroad accidents for October 1957 and last year's first 10 months. The compilation follows:

Item	Month of October 1957	10 Months ended with October 1957
Number of train accidents*	318	3,463
Number of accidents resulting in casualties	33	309
Number of casualties in train, train service and nontrain accidents:		
Trespassers:		
Killed	61	644
Injured	35	524
Passengers on trains:		
(a) In train accidents*	—	3
Killed	8	205
Injured	—	—
(b) In train-service accidents	1	11
Killed	106	1,067
Injured	—	—
Employees on duty:		
Killed	19	156
Injured	1,267	9,482
All other nontrain accidents**	164	1,159
Killed	448	3,458
Injured	—	—
Total—All classes of persons:		
Killed	245	1,973
Injured	1,864	14,736

*Train accidents (mostly collisions and derailments) are distinguished from train-service accidents by the fact that the former caused damage of more than \$750 to railroad property in 1957. Only a minor part of the total accidents result in casualties to persons, as noted above.

**Casualties to "Other nontrain accidents" happen chiefly at highway grade crossings. Total highway grade-crossing casualties for all classes of persons, including both trespassers and nontrain passengers, were as follows:

Persons:	
Killed	152 1,095
Injured	376 2,904

Organizations

AAR SHIPPER SEMINAR.—12th seminar for shippers and receivers, covering preparation of freight for shipment and the loading and bracing of freight in cars, will be held January 27-31 at the AAR Central Research Laboratory, Chicago.

AMERICAN INSTITUTE OF ELECTRICAL ENGINEERS.—During the midwinter meeting, to be held in the Hotel Statler, New York, February 2-7, J. E. Hogan, Pennsylvania, will present a paper before the Land Transportation Committee on computers as a means of determining locomotive tonnage ratings and train performance. Another presentation will be a chart by means of which a railroad may closely approximate the possible financial return from electrifying any part or all of its lines. Others will outline railway dieselization trends in North and South America, and a static control system for gas-turbine locomotives.

ATLANTIC STATES SHIPPERS ADVISORY BOARD.—The 34th annual meeting will be held in the Sheraton Hotel, Philadelphia, January 22-23. Speaker at a luncheon on the 23rd will be James M. Symes, president of the Pennsylvania; subject—"What's New."

MID-WEST SHIPPERS ADVISORY BOARD.—121st regular meeting will be held January 22-23 at the Palmer House, Chicago, Ill.

NATIONAL DEFENSE TRANSPORTATION ASSOCIATION.—James F. Haley, vice-president and manager, traffic and transportation department, Koppers Company, was elected NDTA president at the recent annual meeting to succeed Clark Hungerford, president of the Frisco, who became chairman of the board.

RAILROAD PUBLIC RELATIONS ASSOCIATION.—W. Gavin Whitsett, assistant to president, Louisville & Nashville, elected vice-president, Southern region, RPRA, to fill the unexpired term of Owen J. Murry, resigned.

TRANSPORTATION ASSOCIATION OF AMERICA.—Annual meeting will be held January 14-15 at the

Conrad Hilton Hotel, Chicago. Conference theme will be "A Strong Transportation System Makes a Stronger America."

Dividends Declared

AKRON, CANTON & YOUNGSTOWN.—40¢, quarterly, payable January 15 to holders of record January 2.

ALLEGHANY & WESTERN.—guaranteed, \$3, semiannual, paid January 1 to holders of record December 20.

BOSTON & ALBANY.—\$2.25, quarterly, paid December 31 to holders of record December 20.

CANADA SOUTHERN.—\$1.50, semiannual, payable February 3 to holders of record January 17.

CANADIAN PACIFIC.—common, 75¢, semiannual, payable in Canadian funds February 28 to holders of record January 6; final on preference stock, 2%, payable February 1 to holders of record January 6.

CAROLINA, CLINCHFIELD & OHIO.—guaranteed, \$1.25, quarterly, payable January 20 to holders of record January 10.

CHICAGO GREAT WESTERN.—common, 50¢, quarterly; 5% preferred, 62½¢, quarterly, both paid December 31 to holders of record December 20.

DAYTON & MICHIGAN.—common, 87½¢, semiannual; 8% preferred, \$1, quarterly, both payable April 1 to holders of record March 14.

DETROIT & MACKINAC.—5% noncumulative preferred, \$5, payable January 15 to holders of record January 3.

DETROIT, HILLSDALE & SOUTH WESTERN.—\$2, semiannual, paid January 3 to holders of record December 20.

DOVER & ROCKAWAY.—\$3, semiannual, payable April 1 to holders of record March 31.

LAKE SUPERIOR & ISHPEMING.—35¢ quarterly, paid December 16 to holders of record December 2.

LOUISIANA & NORTHWEST.—\$2, initial, paid December 27 to holders of record December 19.

MAHONING COAL.—common, \$7.50, quarterly, paid December 31 to holders of record December 27; 5% preferred, \$1.25, semiannual, paid January 2 to holders of record December 27.

MAINE CENTRAL.—5% preferred, \$1.25, accumulation, payable March 1 to holders of record February 15.

NORFOLK & WESTERN.—4% adjustment preferred, 25¢ quarterly, payable February 10 to holders of record January 16.

NORTHERN CENTRAL.—\$2, semiannual, payable January 15 to holders of record December 31.

NORTHERN PACIFIC.—50¢, quarterly, payable January 24 to holders of record January 3.

PIEDMONT & NORTHERN.—\$1.25, quarterly, \$2, extra, both paid December 20 to holders of record December 12.

PITTSBURGH & LAKE ERIE.—\$1.50, quarterly, payable January 15 to holders of record January 3.

PITTSBURGH, FORT WAYNE & CHICAGO.—Common, \$1.75, quarterly, payable April 1 to holders of record March 10; 7% preferred, \$1.75, quarterly, payable April 8 to holders of record March 10.

PITTSFIELD & NORTH ADAMS.—\$2.50, semiannual, paid January 2 to holders of record December 20.

PROVIDENCE & WORCESTER.—\$2.50, quarterly, paid December 31 to holders of record December 16.

READING.—50¢, quarterly, payable February 13 to holders of record January 9.

STONY BROOK.—\$2.50, semiannual, paid January 1 to holders of record December 28.

TENNESSEE, ALABAMA & GEORGIA.—50¢, semiannual, paid December 23 to holders of record December 9.

TEXAS & PACIFIC.—common, \$1.25, quarterly, extra \$3; preferred, \$1.25, quarterly, all paid December 31 to holders of record December 26.

WABASH.—\$2.25, paid December 20 to holders of record December 13.

WARE RIVER.—guaranteed, \$3.50, semiannual, paid January 2 to holders of record December 20.

WISCONSIN CENTRAL.—\$1, irregular, paid January 10 to holders of record December 31.

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GOOD ROCK, needed for riprapping toes of fills, was hard to get. Some was quarried at points off the right of way.

(Continued from page 21)

When the frequent rains came, they worked in the rock and gravel sections. One fill, 100 ft deep and 1,000 ft long, required 800,000 cu yd of gravel. Slides of earth and "poor" rock have occurred.

Between rains, dirt could be worked from spot to spot as the surface dried. Rains also fed the peat bogs. One bog contained 150,000 cu yd of muck that had to be removed and replaced with select gravel.

Slate-Hall-Hamilton had to cut through

a mile of rock just west of the dam. Using 4-in drills mounted on Caterpillar D8 tractors and 3-in Gardner-Denver wagon drills, the contractor drilled holes 20 to 25 ft deep in a lift. They were spaced on 8 to 12-ft centers, depending upon the size of the hole. Pacific gelatin and free-flow powder yielded about a cubic yard of rock for each 0.8 lb of explosive. All of the excavated rock was used in fills. One such fill was 130 ft deep and required 650,000 cu yd of rock.

The completed roadbed will be from 23 ft wide on a low fill to 37 ft wide on high fills. The main line is a single track with passing tracks at three locations. It will have an improved alignment with all curves limited to 6 deg, except at one location where the curvature will be 7 deg. Profile grade for the new line between Kanaskat and the axis of the dam will be 1.07 per cent compensated. East of the dam, the profile will be nearly level.

Good hard rock is at a premium. Most of it comes from quarries off the right of way. All fills in the pool area have a facing 10 ft thick of free-draining "good" rock. Toes of fills subject to river erosion are protected with 100-lb to 400-lb dumped riprap or 1,000-lb to 5,000-lb derrick stone. Slopes on fills vary from 1½:1 to 2:1. Cuts in soft rock are sloped ¾:1 and 1:1, and in dirt vary from 1½:1 to 2½:1.

The new line and dam construction is under the supervision of the U. S. Army Corps of Engineers. Inspection of the work is directed by the railroad from a field office at Kanaskat, under the supervision of an assistant engineer from the NP's engineering department.

Where Piggyback is Heading

(Continued from page 16)

New York Central: "We're beginning our Flexi-Van operations about the middle of January, and our initial service will be between New York-Chicago and Chicago-Detroit. We intend to extend the service over the entire system, eventually placing the cars in interchange. But the thing we like about our new equipment is that it will help us beat the high terminal costs. We have not been in piggybacking up to now largely because of that factor.

"Our Flexi-Van car is a 79½-ft flat and will carry two cargo units. These units, as you know, are trailer bodies without wheels: The wheel assembly is dropped at the loading point. We won't need special terminals to load or unload our cars; that can be done anywhere a truck can pull alongside the rails.

"The government is interested in this idea, and is now planning to use these cars—which have high-speed trucks—to handle mail. But mostly what we are after is recapturing some of the freight business lost to the highways."

Nickel Plate: "In a recent month, we made six revenue hauls between Cleveland-Chicago with one trailer. Our turnaround is fast and utilization of equipment is generally higher than in carload service. Revenue per trailer is higher, too, than the average for box cars, but this isn't too

significant because average hauls in piggyback are longer. Our volume, now running around 1,075 trailers a month, is up 60% over 1956 and we are studying further expansion to intermediate terminals on line.

"There's no question but what TOFC does an ideal job of meeting truck com-

under Plan I, is now providing the labor at the terminals on a contract basis.

"We still have a lot to learn about piggyback operations, but we are encouraged so far and feel there is a great future in providing both kinds of service. We plan to go on expanding in 1958."

Southern Pacific: "Our piggyback business has been growing constantly since we started in 1953 and we're convinced it will continue to grow. We've about blanketed our railroad, we have a lot of interchange, and this past June we began some Plan I operations to the Pacific Northwest. In October we had 167 Plan I loads, and now we're able to expand this service to other points.

"Under Plan II, which was the way we started TOFC service, we figure some business has been diverted from box cars. But we permitted this to prevent losing the traffic to highway carriers.

"Our 328 TOFC flat cars are being replaced by the Clejan cars, which we're building at Sacramento. These cars really work and, incidentally, are saving us about \$2.25 a car in tie-down expense.

"The thing we like about piggybacking is that it fits into our policy of giving shippers the type of transportation they want—all rail, all truck or a combination of both. It's flexible and it's fast. Our rates, generally, are the same as motor carrier rates and therefore slightly above rail rates for carload service. We have gone below the trucker level in only a few isolated cases."

NEXT WEEK:

Staff Report to Management

in the Railway Age Annual Issue

- ▶ What were the significant trends in 1957?
- ▶ What key developments are shaping up for 1958?

petition. One reason we find some shippers using it is that it lets them operate with smaller inventories."

Pennsylvania: "Our Plan I showed a fair increase in 1957, and Plan II was up slightly. We had close to 60,500 total trailers in the first 10 months. We generally use the TTX cars, most of which are equipped with the ACF stanchions, and now we're experimenting with a couple of 'pocket cars' to help solve a clearance problem at Baltimore.

"Just recently we have taken over all our own terminal operations on both plans and are now doing our own solicitation for Plan I. The Rail-Trailer Company, which formerly handled our job

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Pull Out All the Stops

Chief executives of leading railroads are scheduled this week to present their testimony on the present state of the industry to the Senate Committee on Interstate Commerce. They ought not to stop with telling legislators what is amiss, but should address the public as well. Because, of course, legislators will go only so far in correcting conditions as they believe their constituents want them to go.

It is no selfish story the railroads have to tell—nor a “crying towel” exhibition either. Railroad service, in too many places, is sub-standard, simply because the railroads have for years been deprived of the means necessary to equip themselves properly. The salient facts of the situation were graphically portrayed by this paper in its “Outrage” issue (October 7, 1957); and more than 300,000 copies of that presentation have been printed and circulated.

It is not just the railroads and people who have a selfish interest in their welfare that are menaced by present conditions. Dependable and economical transportation service to American commerce, and essential transportation for the nation's military defense, are at stake. No American—whether he is friendly to the railroad industry or not—can afford to be unconcerned at the impoverishment of an industry which is so closely connected with the nation's standard of living and its military safety.

It is not necessary to take the railroads' word for the difficulties that confront them. The people

who hold the purse strings—the investment bankers—have told the story pretty plainly. Here's a part of what the bankers' committee on railroad securities had to say recently:

“With few exceptions, railroad credit is at such a low level that most roads cannot finance necessary additions and betterments to roadway and structures and, therefore, must use retained earnings and depreciation accruals to pay the costs thereof.

“The great strides made in the electronics and mechanization industries have opened up a wide field of improvement to the railroads, yet restricted credit and inadequate earnings limit severely the railroad ability to undertake any but the most essential improvements.

“The railroads' continuing need for capital funds for both roadway and equipment has coincided with the huge demand for funds from general industry to finance their expansion programs. Thus, the investor has had a wide variety of choice for the placing of available funds and has been able to be quite selective.”

Under present conditions, the investor's choice of a place to put his money has very seldom fallen to the railroad industry. Continuing, the bankers' statement says:

“Basically, one of the greatest weaknesses in the railroad picture is the inability of the industry to adjust itself to changing conditions, an inability that rests largely with the regulatory authorities, both state and federal . . . Railroads, on a full cost basis, can provide the cheapest mass land transportation other than pipe line. They cannot provide cheap, retail type of transportation and logically should not be forced to continue services that are required only for the benefit of a small minority.”

A JOB FOR MANAGEMENT: The first duty of management, of course, is to do conspicuously the best job it can with the means at its disposal. But government action to ease up on at least some of the grosser inequities from which the railroads suffer is equally indispensable if a solvent and self-supporting railroad industry is to continue. It is management's duty to mobilize whatever skills are necessary to make the public eager to act in its own self-interest—to insure continuing efficient railroad service, under private operation.

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